

# The Hongkong Telegraph

(ESTABLISHED 1884.)

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WEATHER FORECAST

FINE

Barometer 29.98

May 8, 1914. Temperature 6 a.m. 72, 2 p.m. 77  
Humidity 84

May 8, 1913. Temperature 6 a.m. 73, 2 p.m. 83  
Humidity 88

2791 星期四四月寅甲

FRIDAY, MAY 8, 1914.

五拜禮 號八月伍英海曆

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## TELEGRAMS.

### BRITISH TRADE.

#### RETURNS SHOW DECREASES.

(Reuter's Service To "The Telegraph.")

London, Received May 8.  
The trade returns for the month of April show decreases in imports totalling £1,329,035, and in exports amounting to £3,105,787.

The principal decrease in imports is food and drinks £1,389,702, but there are increases in cotton of £1,608,774 and in wool of £722,550.

In exports the chief decreases are—coal, £925,510; manufactures and iron, £921,629; cotton, £665,872; and wool, £231,804.

### INTERESTING MARRIAGE.

London, Received May 8.

A message from Washington states that Mr. McAdoo, Secretary to the U.S. Treasury, has been quietly married to President Wilson's youngest daughter.

### SALT FOR MOSQUITOES.

Substitute for Kerosene.

Much attention has recently been given to the problem of discovering an effective but cheap and non-poisonous substitute for kerosene oil in relation to tropical sanitation and the elimination of malaria and yellow fever.

It is now claimed that common salt exercises a remarkable effect on the larvae of mosquitoes, killing them with rapidity when solutions of sufficient strength are employed. The investigations which have led up to this conclusion have been conducted by Dr. J. W. Scott Macfie, of the West African Medical Staff, who has experimented on a considerable scale with the *Stegomyia fasciata* or yellow fever mosquito.

In the first place, samples of the water inhabited by the larvae were obtained and analysed, and it was found that the percentage of salt present normally varied from 0.005 to 0.015, the average of six determinations being 0.012. Next solutions of strengths 0.5 per cent., 1 per cent., 2 per cent., 3 per cent., 4 per cent., and 5 per cent. were tried. With the 1 per cent. solution all the larvae immersed died within two hours; the other concentrations showed that the effects of the solutions varied directly with their strength.

Dr. E. Hafford Ross, of the Lister Institute of Preventive Medicine, states, however, that salt is not a satisfactory insecticide. This plan was given an extensive trial at Port Said when the anti-mosquito campaign was started in 1906.

There are large salt distilleries at Port Said; and the crude seawater was regularly thrown into the water where the domestic mosquitoes were breeding, chiefly in cesspools, water-tubs, barrels, fountains, &c. It was soon found that certain kinds of mosquito larvae can thrive well in such salt water. For example, *Stegomyia calopus*, the carrier of yellow fever, *Anopheles pharosi*, which is a carrier of malaria, had undisturbed in water containing salt up to and including a salt content equal to that of the common Mediterranean. As soon as this percentage of salt was reached a new mosquito appeared, namely, *Acartomyia zanzibaritis*, which is an inhabitant of the salt-pans and salt-marshes of Malta, the River pools of the Isthmus of Suez, and the Mediterranean littoral. This mosquito is particularly voracious.

## TELEGRAMS.

### THE BURNT STEAMER.

#### SURVIVORS AT BOSTON.

(Reuter's Service To "The Telegraph.")

London, Received May 8.  
Reuter's correspondent at Boston states that the survivors of the British steamer *Columbian* have arrived there on the *s.s. Franconia*. All show signs of exposure and many are disfigured by burns.

They state that the wireless operator was awakened by an explosion and found the vessel aflame. It is thought to be a case of spontaneous combustion in cargo of rags. A boat hurriedly dropped sustained a hole, which necessitated the men bailing for forty hours.

### JUBILEE STAKES.

#### DIADUMENOS SCRATCHED.

London, Received May 8.

Diadumenos was scratched for the Jubilee Stakes at 6 o'clock last evening.

### HOME NEWS.

Interesting Items From the Latest Mails.

### THE MEXICAN WAR.

#### BIPLANE BOMBS.

London, Received May 8.

Reuter's correspondent at San Diego, California, states that the battleship *California*, at Mazatlan, sends a wireless message to the effect that four were killed and eight wounded by a bomb dropped in the streets from a rebel biplane. The besieging rebels are having the better of it so far.

Reuter's correspondent at Washington states that two Britishers and one American have been killed in mines in the vicinity of Guadalupe, while another Britisher, named Randall, and seven Americans have been cut off by land.

The Chairman of the Military Affairs Committee of the Senate has introduced a resolution in the Senate permitting the President to increase the Regular Army above 100,000, the statutory limitation.

the Nationalists across the floor rose and warmly acclaimed the Leader of the House.

Reuter has informed us that the House of Commons unanimously approved a resolution eliminating blockading motions. The step was foreboded on April 15, when the Premier promised to put such a resolution down in his own name. He said he was sure the whole House would agree that the condition of things was scandalous, and no one was more anxious than he that it should be brought to an end.

The Ulster Question.

There was very little time occupied in the House by the Irish question, but during Easter Week there was a good deal of activity in Ulster. Sir Edward Carson reviewed the three battalions of the South Antrim Regiment on April 13, and in the course of a speech he begged the men to always remember that they were not, not for war, but for peace.

Colonel Seely, in an address to his constituents at Liskeath, explained the cause of his resignation as Secretary for War, referring to the famous document, which he stated that it was quite impossible for his colleagues to write what he had said in his interview with General Gough, and therefore, without the remotest idea that he was dealing untruthfully with his colleagues, he put into the document, actually what he had said. That document, meant to be a statement of fact, was held by the Opposition press to be a trophy extracted from an unwilling Chief of Staff and Adjutant General, not expressing their real views, but a surrender to a plot on the part of the Army. That view went right through the Army and in these circumstances, he having made the mistake of not having gathered his colleagues together again, his usefulness in the office to the Government was gone for the moment, and therefore he pressed the Prime Minister to accept his resignation.

Scottish Express Wrecked.

As was reported by Reuter at the time, the express train from London to Aberdeen, known as the "Flying Scotsman," while travelling at full speed, came to a collision with a goods train at a level crossing near the North Bridge on April 14. The engine of the express and two

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## TELEGRAMS.

### BRITISH MUSEUM.

#### NEW GALLERIES OPEN.

(Reuter's Service To "The Telegraph.")

London, Received May 8.  
Their Majesties the King and Queen opened the Edward VII galleries at the British Museum, which have been built at a cost of £400,000.

The King expressed pleasure at the making of this important addition.

ALBANIAN UNREST.

BRIGHTER OUTLOOK.

London, Received May 8.

The Epirote Government has consented to suspend hostilities on the intervention of an International Commission which undertakes to supervise and guarantee the continuance of the concessions by the Albanian Government.

comches were thrown off the track and fell on the golf links. The driver and two passengers were killed and ten passengers injured, four seriously.

The engine struck by the express was a *Clarke and Dunlop* goods train, which was backing into a siding to clear the way for the express. At the moment of the collision the goods engine was almost clear, only one buffer being in the way of the express, but this was sufficient to cause the passenger train to leave the rails and topple over a six-foot bank on to the golf links. The driver of the express was named John Dickson, and the fireman William McDonald, both being natives of Aberdeen. They were pinned under the engine and instantly killed. One of the passenger coaches, lying on the rails caught fire, but thanks to the fire-extinguishing apparatus provided by the Company as one of the lessons of the Aingill disaster, the goods of the express, William Trotter, was able to extinguish the fire, though in the operations he had one hand severely burned.

Civil Service.

Important proposals affecting not only the constitution and organization of the Civil Service, but also the methods of appointment and promotion, were contained in the Fourth Report of the Royal Commission on the Civil Service, which was issued on April 14. One recommendation, which is of great importance, is that the free transfer of civil servants from one Department to another should be permitted, thus increasing the chances of promotion, while there are also a number of recommendations with regard to women, and of which favour the compulsory retirement of most grades on marriage.

The most important recommendation in the report relates to the organization of and method of appointment to the lower grades of the Service, the majority proposing to abolish the Second Division, the Intermediate Class, the Assistant Clerks and the Boy Clerks, and to substitute for them a Junior Clerical Class, to be recruited at the age of 16, and a Senior Clerical Class, to be recruited at the age of 18. The idea is to bring the examinations for these appointments into more direct relation to the educational system of the country.

## TELEGRAMS.

### PARLIAMENT.

#### A TRIQUE OF BILLS.

(Reuter's Service To "The Telegraph.")

London, Received May 8.  
In the House of Commons, Mr. Asquith stated that he would introduce on Tuesday a procedure resolution regarding the Home Rule, Welsh Disestablishment and Plural Voting Bills.

HOUSE OF LORDS.

REFORM COMING.

London, Received May 8.

In the House of Commons, Mr. Asquith announced that it was the Government's intention to lay on the table its proposals for the reconstruction of the House of Lords during the present session.

"FLYING SCOTSMAN"

WRECKED.

Whilst Going at High Speed.

The London to Aberdeen express, which leaves King's Cross at 8 p.m. and Warley Station at 3.55 a.m., had reached Burntisland about 10 minutes to 5 and was travelling at about 40 miles an hour, when it struck the engine attached to a *Clarke and Dunlop* goods train which was backing into a siding to clear the way for the express. At the moment of collision the goods engine was almost clear, only one buffer being in the way of the express, but this was sufficient to cause the passenger engine and tender to leave the rails and then topple over a 6 ft. bank on to the golf links. Immediately behind the engine was a third-class East Coast Joint Stock carriage and two luggage vans. These three vehicles followed the engine over the bank.

The driver of the express, named John Dickson, 58 years of age, and the fireman, William McDonald, both belonging to Aberdeen, were pinned under the engine and instantly killed. The train was not a full one, or the list of injured passengers would have been much greater, for the third-class carriage was smashed at each end, but as it was 10 passengers were more or less hurt, four of them so badly that they had to be taken to Edinburgh Royal Infirmary. The following is a list of the injured taken to Edinburgh—

David Scottfield (21), hairdresser, 45, Union-street, Dundee, internal injuries.

William Madie (27), butcher, 29, Gray-street, Dundee, injury to head and back.

James Latio (23), quartermaster, 18, George-place, Broughty Ferry, injuries to foot.

Robert Nicholl (20), Cooperative Buildings, Broughty Ferry, injuries to foot; one leg had to be amputated and the other was fractured.

The other passengers hurt were either treated at the local hospital or continued their journey.

## TELEGRAMS.

### CANADA.

#### ANOTHER ROYAL GOVERNOR.

(Reuter's Service To "The Telegraph.")

London, Received May 8.  
His Serene Highness Prince Alexander of Teck has been appointed Governor General of Canada in succession to H. R. H. the Duke of Connaught.

[The new Governor General, who was born at Kensington Palace in 1874, is a Major in the 2nd Life Guards. He served in Matabele in 1896 and in the South African War receiving the D.S.O. distinction for his services in the latter. He is the third son of the late Duke of Teck.]

HOME CRICKET.

London, Received May 8.

The match between Hampshire and Leicestershire at Southampton resulted in a win for the former by an innings and 105 runs.

The engine, along with the tender, weighed 110 tons. It was of the newest Atlantic type and was well known by the name "And Reckie." The other carriages of the train, in addition to those which toppled over the bank, were a luggage van, another third-class carriage, and a composite carriage. Strange to say, though the force of the impact was so great those in the rear carriages were unaware that an accident had happened, the vehicles that kept the line just running forward till they came to a standstill.

When the train fell over the parapet the passenger carriage which lay on its broadside on the links caught fire, but thanks to the fire-extinguishing apparatus provided by the company as one of the lessons of the Aingill disaster, William Trotter, the guard of the express, was able to extinguish the fire after cutting off the gas supply, though in the operation he had one hand severely burned.

The goods and engine shed staffs hurried to the scene and helped to get the passengers out of the wrecked carriage. One lady, Miss Smith, of Glencairn-crescent, who was on her way to Banffshire to see her dying mother, pluckily continued her journey, though injured. Three doctors were soon on the scene, and, along with the local ambulance staff, rendered aid to the injured, while passengers who were unhurt also gave help.

A railway official gave it as his opinion that the difference of a foot would have meant safety for the express. The goods engine never left the rails after the impact, and the driver and fireman of it escaped unhurt. The officials naturally maintain reticence as to the position of the signals at the time of the collision, which will be the subject of a Board of Trade inquiry. It is said that the Burntisland Junction signal was clear and the Burntisland east-cabin signal, which is beyond the scene of the accident, at danger, but the driver, getting the first signal clear, had not time to pull up.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### CONDENSED.

Hampshire easily beat Leicestershire in their cricket match.

Diadumenos has been scratched for the Jubilee Stakes.

Baron Shibusawa, the Japanese financier, is visiting China.

"White Wolf's" forces are said to have been reduced to 500.

British trade returns for April show decreases in exports and in imports.

It is understood that African Manchu is to be appointed to important Chinese Government posts.

Prince Alexander of Teck has been appointed Governor General of Canada.

Their Majesties have opened the Edward VII galleries at the British Museum.

The survivors of the burnt steamer *Columbian* have arrived at Boston.

Mr. McAdoo, Secretary to the U.S. Treasury, has been married to President Wilson's youngest daughter.

A resolution has been introduced in the U.S. Senate permitting the President to increase the Regular Army above the statutory limit of 100,000 men.

The Government's proposals for the reconstruction of the House of Lords are to be disclosed this Session.

A procedure resolution regarding the Home Rule, Disestablishment and Plural Voting Bills is to be introduced on Tuesday.

The work of the Supreme Court during the year is dealt with in a report which is given in this issue.

General news appears on page 3 and log book on page 6.

The Shanghai interport golf team is given in this issue.

Playing at Fanning Mr. H. E. Sandford did the third hole in one.

A report of the annual meeting of the Anglo-Dutch (Java) Plantations appears on page 3 of this issue.

The annual report on the Canton-Kowloon Railway is given in this issue.

A letter of thanks has been sent by the Colonial Secretary, on behalf of His Excellency, the Governor, to the captains who assisted the Tai On.

DON'T FORGET

TO-DAY.  
Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

TO-MORROW.  
Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

H. K. Volunteer Reserves Annual Dinner.

Monday May 11.  
China Fire Insurance Co. Ltd. Extraordinary General Meeting. Hippodrome Circus—Causeway Bay—9.15 p.m.

Thursday May 14.  
H. K. Electric Co. Ltd. Meeting of Shareholders 11.30 a.m.

Wednesday May 15.  
Sale of Ostrich feathers—G. P. Lammert's Sales Room.

Saturday May 16.  
Hongkong Cotton Spinning, Weaving and Dyeing Co. Ltd. Extraordinary General Meeting—noon.

Boxing Theatre Royal.

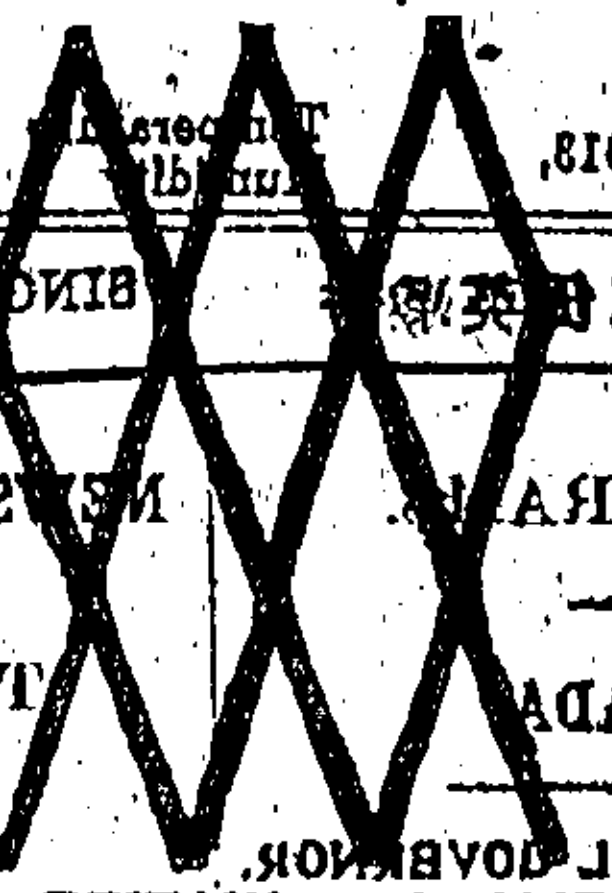
Monday May 18.  
Canton Insurance Office, Ltd. Meeting of Shareholders—11.30.

Canton Insurance Office, Ltd. Extraordinary General Meeting—11.45 a.m.



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Hongkong, 2, June 11th, 1913. Hongkong, 16th August, 1901

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## The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 8, 1914.

## THE BRITISH BUDGET.

From past experience we have been led to expect almost anything from Mr. Lloyd George. Happily, however, his latest Budget is certainly not as revolutionary as it might have been. No absolutely new sources of revenue have been found; neither have any of the existing taxes been remitted. The chief features of his proposals are a comprehensive, and very necessary, reorganisation of the system of local taxation, a readjustment of the Income Tax and an increase in the Death Duties, out with all his scheming the Chancellor of the Exchequer finds himself a million short when it comes to balance the probable incomes against the disbursements, and this amount he secures by calling on the Sinking Fund.

There is no need to go into the details of the proposals; suffice it to say that they are based on the principle that taxation should be so arranged as to fall most heavily on those who possess the largest available surplus over their immediate wants. In other words, the theory at the back of Mr. Lloyd George's Budget is that the broadest shoulders should bear the heaviest burdens. That, at any rate, is sound political doctrine up to a point, but carried too far it might very well prove distinctly harmful to the State. To tax the rich man at too high a rate is to encourage thriftlessness among other sections of the community—a point which should be kept in mind by those who argue that the State has a right to raise money in such a manner as to be least felt by the majority of the people. Every unbiased person will agree that it is only just and proper, in arranging the incidence of the Income Tax, to do what Mr. Lloyd George has done—to draw a distinction between incomes which are earned and those not earned. There is a big difference between an income say of £1,000 a year from money invested and the same amount from money earned. The latter depends on the individual and may be cut off at any moment and consequently a considerable proportion of it has to be set aside every year as provision for the future, thus reducing its net value. The former represents a strictly net income. Hence the desirability of a variation in treatment in the matter of taxation.

Local authorities will assuredly welcome the announcement of a revision of the system of taxation as it affects them; for there has been in recent years an increasingly loud volume of protest against the burdens thrown on localities already at their wits' ends to know what to do. The irony of it for Mr. Lloyd George and his friends is that they, more than anybody else, have been responsible for the "fancy legislation" which has made the plight of local authorities so bad as it is; and now they have to come along and cure the evils they themselves have created. Still, things might have been worse than the Chancellor of the Exchequer proposes they shall be. We cannot, like the respective party organs at Home, look up on the Budget as either "epoch-making" or "reckless finance." We are prepared to agree that it smacks a little of class discrimination and vote-catching. Otherwise, it is a very ordinary statement, running, in the main, along sound lines.

**Short Weight and Adulteration.**  
Rather a curious fact struck us in glancing over the figures regarding weights and measures and samples in the report for 1913. Chinese scales to the number of 2,443 were examined and 50 of them found incorrect. There were fifty-three prosecutions and as many convictions. That is quite good. But when we turn to see how many samples of liquor were taken, we find that there were only thirty-one. Of these ten were of whisky alone. Only one sample of whisky was found to be deficient. It seems to us that the number is small in comparison with that of scales examined. Short weight is bad enough, but adulterated spirits—or anything adulterated—is much worse, and, if a deal of adulteration does not go on many people are far out in their reckoning. Anyhow we should like to see more samples taken if only to prove more satisfactorily that popular opinion is wrong.

## The Law's Delays.

The report of the Registrar of the Supreme Court for last year contains ample proof of the state of congestion which prevails in our Courts of Law. In Original Jurisdiction the year started with 557 cases pending and finished up with this number increased to 655, while in Summary Jurisdiction there were 193 cases brought forward from 1912 and at the end of 1913 there were no fewer than 412 cases pending. These figures show that not only were the arrears not wiped off, but there were substantial additions to the accumulated cases. In Summary Jurisdiction, indeed, there were 214 actions added to the cases left over from the previous twelve months. So far as Original Jurisdiction is concerned the number added—98—was not so great, but a point not to be lost sight of is that there were only 90 cases actually disposed of by trial, the remainder being either settled or withdrawn before trial.

From these figures it would seem as if the arrears will never be cleared up unless measures specially directed towards this end are taken. There is no doubt that much time is wasted by the slow and cumbersome methods of procedure in the Courts. This is especially so in the matter of the taking down of evidence in longhand, and it is high time the services of a Court stenographer were engaged. With the congestion so marked as it is, too, the Government should consider the advisability of appointing a third Judge, a step which has long been contemplated, but, for some reason or other, never put into effect. There are three Courts in the Supreme Court building, and instead of one of these being used, as at present, for office purposes, it might be utilised for the purposes for which it was intended. Even if a third Judge be not permanently necessary, one of the Government servants who is qualified might be temporarily installed until the arrears are wiped out.

## SPORTING ITEMS.

## League Tennis Match.

The following have been selected to play for the C.C.C. vs. O.R.C. on Saturday 9th inst. at 4.30 p.m. on the C.C.C. ground. Messrs G. A. Hancock, R. Bass, E. L. Braga, J. V. Braga, L. A. Rose and R. F. Remedios.

## HAWKER'S DEBT.

## No Getting Blood from A Stone.

In the summary Court, this morning, a Chinese hawker was stated to owe \$300. Mr. Faithfull who appeared for him said he consented to judgment but thought the matter of instalments should go before his Lordship in Chambers.

Mr. Crowther Smith for the plaintiff asked for judgment. His Lordship (Mr. Justice Hazleland) said he could not get blood out of a stone.

The plaintiff was given judgment, a stay until to-morrow being granted when the question of instalments will be discussed in Chambers.

## DAY BY DAY.

## TO THE PUBLIC.

Owing to the extraordinary demand for the *Telegraph Mail Supplement* last week and to the fact that numerous late orders could not be fulfilled it has been decided to reprint the story of the Tai On piracy and issue it as an EXTRA to this week's *Telegraph Mail Supplement*. The full story of the affair, together with the proceedings at the Court of Inquiry and an account of the Standard Oil Company's big oil tanker at Lai-chi-kok, will be given in the EXTRA. Attached to the cover of the *Telegraph Mail Supplement* is a photograph of the vessel as she lies behind Stonecutters Island. Orders for copies of this week's *Telegraph Mail Supplement* should be sent to the office of the *Telegraph* as early as possible.

HATE AND ANGER ARE HUMAN ATTRIBUTES, BUT TO FORGIVE IS GODLIKE.

## The Weather.

Lower level 8 a.m. Temp 75; sunshine.  
At the Peak 8 a.m. Temp 67; sunshine.

## The Mails.

Siberian Mail.—Arrived per s.s. Assaye this morning.  
American Mail.—Due per s.s. Chiyo Maru to-morrow at noon.  
English Mail.—Closes per s.s. Assaye at 11 a.m. to-morrow.  
Siberian Mail.—Closes per s.s. Korea at 11 a.m. to-morrow.  
Siberian Mail.—Closes per s.s. Chensan at 5 p.m. to-morrow.  
Sale of Ostrich Feathers.  
Mr G. P. Lammert is selling by public auction on Friday, next week, a fine selection of ostrich feathers, each lot comprising one feather.

## Missionary's Estate.

The Rev. George Owen, of Patten-road, Wandsworth Common, S.W., late Professor of Chinese to the London University College, and for 37 years a missionary in China, left estate of the value of \$3,740.

## Suspected Murder.

The slightly decomposed body of an unknown Chinese male, aged about 30, was yesterday found floating in the harbour, off the Harbour Office, and was sent to the Public Mortuary. There was a rope tied around the neck of the corpse and the hands and feet were bound together. The deceased had apparently been strangled and thrown into the harbour.

Woman Killed on Kowloon-Canton Railway.  
Mr. F. Aslett, Traffic Inspector of the Kowloon-Canton Railway, has notified the police that, about 10.20 a.m. yesterday, the express train from Canton knocked down and killed a Chinese woman, near the railway crossing at Fan Ling Village. The woman, who resided at No. 11 Pak Ping Wai Village, was employed in the carrying of bricks to works about half a mile to the west of Fan Ling Railway Station.

Fall from Ferry Launch.  
The coxswain of the Star Ferry Co.'s *Northern Star* has reported to the police that, about 8.15 p.m. yesterday, whilst the launch was steaming from Hongkong to Kowloon, an unknown Chinese male passenger fell overboard and was drowned. Everything possible was done to try and rescue the unfortunate man, buoys being thrown out and the launch put astern; but he was not picked up. The body has not yet been recovered.

## Going Home.

After 24 years' active work in the Philippines, Mr. A. Young, one of the oldest foreign residents of the Islands, has left with Mrs. Young, to make his home permanently in Scotland, the land of his birth. Mr. Young went to the Islands first in 1874 to build a Passig river ferryboat for the Hongkong and Whampoa Dock Company, in whose employ he was at that time. In 1891, he went to Cavite to live, having been appointed manager of the Varadero de Manila at Cavite, where he has been employed until a few months ago when he retired. Mr. Young and his wife were almost in the midst of the Battle of Manila Bay, for the Spanish vessels sunk by Admiral Dewey were anchored within a stone's throw of their home.

## KOWLOON-CANTON RAILWAY.

Report of the British Section for Last year.

The annual report of the British section of the Kowloon-Canton Railway for 1913, laid before the Legislative Council yesterday was as follows:

The plans for the new terminal station were received at the beginning of January, and the architect, Mr. A. B. Hubback, F.R.I.B.A., arrived during the month, when they were discussed with him. Considerable modifications were decided upon and it was not until the middle of April that the first foundation plan was received and the work started departmentally, boring and prickings having previously been taken. The whole of the foundations and sewer water drainage were completed during the year and two island platforms built, 600 feet and 700 feet long respectively. It is regretted that delivery of the points and crossings required for laying out the station yard was delayed which resulted in the platforms not being available as soon as anticipated.

At Taiipo Market.  
Other construction work consisted of building a permanent station at Taiipo Market to a Chinese design which has called forth favourable comment from the Chinese travelling public; the erection of a small station at Sheung Shui Hall at the crossing of the new Government Road, which serves the increasingly popular Golf Course at Fanling; the building of staff quarters at Shatin; and a small station at Sha Tau Kok.

The locomotive running shed has been lengthened 45 feet and a ram pit provided. Timber gantries 6 feet high have been installed in the carriage cleaning shed to facilitate the cleaning of the coaches.

The embankments between miles 7 1/2 and 14 were seriously damaged by the typhoon of August 17th and more fully described later, otherwise all cuttings and banks are standing well and have given no further trouble.

All bridges have been periodically examined and the steelwork painted during the year. Bridges Nos. 6, 8 and 18 are still under observation, but show no very appreciable signs of further settlement.

Survey of the Line.  
Tunnel No. 2, North End.—The continual flow of water in the side drains has eroded portions of the foundations where the sidewall rests on hard decomposed granite. This will be rectified during the present year.

A new survey of the whole line has been undertaken by the Honourable Director of Public Works and boundary stones have been erected and surveyed on for most of the length of railway. This work will shortly be completed.

The telephone poles between Kowloon and Yau-mai have been exchanged for a heavier class which carry the Public Works wires as well as those of the Railway. The wires through Beacon Hill Tunnel have been replaced by a cable suspended from a heavy wire supported on hooks.

Telegraph Wires.  
The Eastern Extension Telegraph Company and Northern Telegraph Company have jointly erected a three-wire line on the east side of the Railway from mile 1 1/2 to the frontier. The wires are carried on steel poles except through Beacon Hill Tunnel where a cable is provided.

All the Station Buildings have been repaired and painted during the year.

The track of the Fanling Branch Line has been carefully inspected and sleepers re-spaced as suggested by the Consulting Engineers in readiness for the new engine and stock intended for use in 1914. Bridges have been strengthened and stiffened where necessary.

The Colony was visited by a typhoon on the 17th August and again on the 18th September. The latter typhoon did very little damage to the Railway, but the former, which was from N.E. quarter, did considerable damage, more especially to the banks exposed to the sea between miles

## THE PIRACY EVIL.

Hongkong Chinese Merchants to Provide "Gunboat."

In the belief that the existing patrol of the waters in which pirates have recently been much in evidence is inadequate, a movement has been set on foot by local Chinese merchants for the provision of what is termed a "gunboat", but which, more strictly speaking, is an armed steam launch. This craft is to be placed at the disposal of the Chinese authorities for the purpose of policing waters in the vicinity of the Heungshan district, near which most of the recent piracy have taken place.

The idea was conceived by Chinese merchants in Hongkong who are natives of the Heungshan district, at the head of whom is Mr. Chan King-yue, the compradore to Messrs. Douglas, Lapraik and Company. The boat, which will be of the type of the ordinary steam launch, is to be built in Hongkong at a cost of some \$20,000, and is to be handed over to the authorities at Heungshan on the strict understanding that it is used solely to operate in that region, more especially protecting the native traffic from Heungshan to Macao and Hongkong. The authorities have agreed to this stipulation, and have promised to arm the craft with quick-firing guns and to also supply the crew. The work of building the craft is to be put in hand almost immediately.

73 and 14 and the pier at Taiipo. This storm also burst the village bunds at Sha Tau Kok causing serious damage to the last 1 mile of the Fanling Branch Line.

The necessary repairs were effected with the utmost dispatch, and recently suggestions have been made, and the opinion of the Honourable Director of Public Works sought, as to the advisability of providing more protection for the exposed banks against heavy storms.

During the year the following works have been carried out:—No. 1 and No. 2 locomotives were given a general overhaul in March and April and have been fitted with the Westinghouse air brake in place of steam brake, a great improvement.

Eight converted 15 ton covered goods which were altered to carry passengers at the time we were short of coaches, have been dismantled and are available for goods traffic. Four of the main line carriages have been into the shops for general overhaul and painting.

The two Kitsons 2 6 4 type locomotives with outside gear and cylinders which were handed over to the traffic in July, 1912, have given satisfaction. The Huddswell-Clarke six-wheeled tank engines have been overhauled and one repainted.

The new 0 4 0 type locomotive for the Fanling Branch, and the underframes for the new 2' 0" gauge carriages arrived at the end of December when the work of erection was put in hand.

A contract for the building of the body work of eight additional Main Line coaches was entered into with the Hongkong and Whampoa Dock Company on 14th November, 1913, and satisfactory progress is being made with the work. The underframes are not expected until July, 1914, but when they arrive the body work will be practically ready for them.

A revision of the time table was made in March when the train service between Canton and Kowloon was accelerated with an additional express train in each direction, the journey being reduced to 3 hours and 40 minutes. This has proved attractive and with more settled conditions prevailing the through passenger traffic has steadily improved.

The train service was entirely suspended during the typhoon of Sunday, August 17th, but as soon as this ceased an inspection was made and prompt measures taken for re-opening traffic. It was necessary to discontinue a few local trains for two days, but on Wednesday the full time table was in operation,

## TAI ON PIRACY.

Captains Receive Thanks from the Government.

The following official letter of thanks from the Government of Hongkong has been sent to Captain Thomas Orlipin, s.s. Hoi Sang, Captain Archibald Weatherhead, s.s. Shin On, and Captain J. P. Summerville, s.s. Shun Lee:—

Colonial Secretary's Office, Hongkong, 30 April, 1914.  
Sir,—I am directed to convey to you the thanks of His Excellency the Governor and the Government of Hongkong for the assistance rendered by you and your officers and crew to the passengers and crew of the s.s. "Tai On" on the night of Monday the 27th of April, 1914, when that vessel was on fire after being attacked by pirates in the neighbourhood of K1 Au.

I am, Sir,  
Your obedient servant,  
Sd. CLAUD SEVERN,  
Colonial Secretary.

which reflects great credit on the staff.

## Accounts.

The Expenditure to December 31st 1912, on Capital Account was for the main line \$13,226,647.00 and branch line \$57,778.19 making a total of \$13,284,425.28. During the year under report a further sum of \$430,008.30 was voted and the expenditure amounted to \$232,580.34 for the main line which includes a debit for loss on exchange of \$107,402.13, and \$4,225.04 on the Fanling branch line making a total of \$236,805.28 for the year.

The revenue statement of earnings and expenditure follows the line previously adopted. Against an estimate of \$244,136.00 the actual expenditure was \$234,722.29 showing a saving of \$9,413.71. The revenue from local traffic for the second year of working amounts to \$129,206.48 as compared with \$116,824.47 for the previous year or an increase of \$12,382.01, and it is very satisfactory to be able to state that the revenue from foreign passenger traffic shows a still larger proportionate increase, seeing that in 1912 from this source only \$118,572.11 were received and during 1913 the revenue amounted to \$197,514.59, an increase of \$78,942.48 which shows that the Chinese are beginning to appreciate the advantages to be obtained by travelling by railway.

The gross earnings for the year were 333,633.32 as against \$241,649.02 for 1912, an increase of \$91,984.30. It is gratifying to note that the working expenses compared with gross receipts also show great improvement in all departments. The percentage of expenditure to gross receipts in the previous report is 85.81 per cent, while for the current year the figure is reduced to 73.68 per cent.

The condition of the goods traffic remains about the same, little improvement has been shown and though there is a slight increase in the foreign goods carried it is not proportionate with the expansion shown in the passenger traffic. Every effort has been made during the year to increase the earnings from this source, and though I am convinced that in a few years conditions will improve I cannot speak hopefully for the immediate future. The imposition of likin, the interests of shippers in the various Steamboat Companies even when the railway can transport at lower rates has prevented any material expansion. These difficulties will no doubt be overcome in time.

## Accidents.

Despite every precaution Chinese continue to trespass on the railway and five were killed during the year. No accidents occurred to the travelling public or to railway servants.

## Staff.

Mr. J. Morris, Chief Accountant, was granted nine months' leave and returned to duty on December 7th.  
H. P. WINSLOW,  
Manager,  
March 10th, 1914.



## EUROPEAN SENTENCED.

Thefts from a British Steamer.

At the Police Court, this morning, before Mr. O. D. Melbourne a man named Joseph Blackwell employed on the s.s. Ixion, was charged with stealing and carrying away ship's cargo to the value of \$630. He pleaded guilty.

Mr. Lewis, of Messrs. Johnson, Stokes and Master, prosecuted on behalf of Messrs. A. Holt and Company and informed his Worship that he had been instructed to ask for the case to be dealt with summarily. Although he asked for the case to be dealt with in that manner, he would ask his Worship to deal with the defendant as severely as lay in his power, not on account of the gravity of the offence, but on account of the fact that the defendant held a position of trust. It was his duty as quartermaster of the ship to guard cargo and to prevent theft. The pursuer had reason to believe that stuff was being stolen from the cargo and he had also reason to believe that a box containing china, which he believed was a wedding present for some settlers in Puget Sound was also being tampered with.

## Box Broken Open.

In Manila the pursuer examined the box and found that it had been broken open; part of the contents was extracted for the purpose of identification; he took one saucer from the case and had the box re-made. Just before the hatches were closed when they were about to leave Manila, the pursuer looked for the box and found that it had not again been tampered with. On arriving in Hongkong, yesterday, he looked for the box just as the hatches were taken off, but he found that the whole box had gone. A search warrant was obtained and Sergeant Clark went to the defendant's cabin and made a search. He found the articles set out in the charge, the bulk of them being found in one of the bunks in the cabin. The defendant immediately took the responsibility for the theft and said that he alone was to blame. He also showed how some of these articles had been secreted in the bulkhead, between the wood and the iron plating in the cabin. It was all taken away. The value of the stuff was, according to a low estimate, \$630, but in regard to the china, of course, that was a particularly mean sort of theft. The defendant had been in the employ of the company for about six years. His Worship: Do you wish to make a statement?

Recovered all the Articles.  
Defendant: No, sir. I did not sign on as quartermaster. I signed as an able seaman, therefore everybody is as responsible as myself.

His Worship: Have you recovered all your loss, Mr. Lewis?  
Mr. Lewis: With the exception of some soap, I think. We have recovered all the articles mentioned in the charge.

His Worship: Do you know anything about him?  
Mr. Lewis: No, except that he made a statement to the police on the way to the station that he knew how to dispose of these goods.

His Worship: Well I suppose he did or he would not have taken them.

Mr. Lewis: I think in Hongkong or somewhere in Japan.

His Worship sentenced the defendant to three months' imprisonment.

## CARE OF SOLDIERS' GRAVES IN SOUTH AFRICA.

Mr. Samuel Osborn, writes from Maitsonette, Datchet:—

"Having recently returned from visiting the battlefields on the eastern side of South Africa—viz., Spion Kop, Colenso, Ladysmith, &c.—and having noticed the excellent manner in which the graves of our soldiers are kept in order, I have been advised by an Army officer to communicate this fact to the Press believing that it would be gratifying to all those who lost relatives or friends out there in the days of the Boer War.

A committee of ladies in South Africa has taken their care under control, and there need be no fear but that every attention will be paid them."

## SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Reuters.)

## BARON SHIBUSAWA.

## A VISIT TO CHINA.

Shanghai, Received May 7. The Japanese financier Baron Shibusawa arrived here yesterday morning and was entertained in the evening by leading Japanese. He intends visiting Nanking, Hankow, Peking and the tomb of Confucius in Shantung. Baron Shibusawa states that his visit is primarily for pleasure.

## "WHITE WOLF."

## HIS FORCES GROWING LESS.

Peking, Received May 7. The Government reports that the White Wolf bandits were defeated 100 li east of Pingliang and are now reduced to a body of about 500.

## REPUBLICAN OFFICIALS.

## POSTS FOR MANCHUS.

Peking, Received May 7. It is understood that about fifteen Manchus will shortly be appointed to posts of some importance.

## PRESIDENT'S CROWN.

## FOLLOWS IMPERIAL DESIGN.

Peking, Received May 7. It has been decided that the crown to be worn by the President at the sacrifices to Heaven and Confucius will be similar to those worn by the Emperors Yao and Shun.

[A correspondent of the N. C. Daily News writing from Peking last week stated:—With the exception of the diadem to be worn by President Yuan on the occasion of the worship of Heaven, everything has been settled. It is believed that the diadem will be similar to that of former Emperors; but without the numerous strings of beads over the forehead. A jade belt will be worn by the President in worshipping both Heaven and Confucius. The garment and shoes will be made in semi-modern styles to suit present circumstances.]

## INTERPORT GOLF.

## Shanghai Team Chosen.

Interport golf will be played this year at Shanghai, a team going from Hongkong to compete for the Shanghai Challenge Cup. The annual competition has been fixed to take place on Sunday, May 24, over the Kiangwan golf course. The conditions are as follows:—Thirty-six hole medal play, teams to be of five a side and the aggregate of the best three scores to count.

The Shanghai team will be as follows:—Capt. Barrett, Mr. Peables, Mr. Hawkins, and Mr. J. Dewar, the last place has not been filled yet but it is understood that Mr. Barnie will be chosen.

The Hongkong team has not yet been decided on but it is hoped to be able to send up a fairly strong combination.

## Holed in One.

When playing over Fanling on Sunday with Mr. F. H. Thomas Mr. H. E. Sandford did the third hole in one stroke. The usual penalty was paid—not to the caddies however.

The last time a hole was done in one over Fanling was about 18 months ago, when Mr. A. W. W. Walkinshaw holed his tee shot at the twelfth.

## Captain's Cup.

The monthly competition for the Captain's Cup and Pool was played over Happy Valley on 2nd 3rd and 4th May, and resulted in Mr. H. J. Jones qualifying with 77. The following were the best scores made:—

|                      |           |
|----------------------|-----------|
| Mr. H. J. Jones      | 92-15-77  |
| Mr. W. E. Clayton    | 86-8-78   |
| Lieut. H. G. Bagnall | 82-2-80   |
| Mr. A. H. G. Jackson | 91-11-80  |
| Mr. J. Hector        | 90-18-81  |
| Captain Leslie       | 86-5-81   |
| Mr. S. H. Dodwell    | 89-8-81   |
| Mr. T. E. Blunt      | 96-11-84  |
| Commander Boucher    | 89-4-85   |
| Mr. G. Hastings      | 90-12-87  |
| Mr. O. Lafrentz      | 105-18-87 |

The pool, for which there were 39 entries, was won by Mr. O.

Humphreys with a net score of 79. The following cards were returned:—

|                      |           |
|----------------------|-----------|
| Mr. C. Humphreys     | 91-12-79  |
| Lieut. H. G. Bagnall | 82-2-80   |
| Mr. J. Hector        | 99-18-81  |
| Captain Leslie       | 86-5-81   |
| Mr. S. H. Dodwell    | 89-8-81   |
| Commander Boucher    | 89-4-85   |
| Mr. G. Hastings      | 90-12-87  |
| Mr. O. Lafrentz      | 105-18-87 |
| Mr. Stanley Cooke    | 102-14-88 |

Running Pool.  
The "running pool" at Fanling for the month of April brought out 143 entries and was won by Mr. R. F. Hall with a net score of 76. The following are the best scores:—

|                  |           |
|------------------|-----------|
| R. F. Hall       | 90-14-76  |
| R. E. Macdonnell | 90-13-77  |
| B. D. Y. Beith   | 102-24-78 |
| S. Johnson       | 86-8-78   |
| W. Leslie        | 84-6-78   |
| R. J. Clarke     | 103-24-72 |
| H. G. Bagnall    | 84-3-81   |
| F. W. Carey      | 90-8-81   |
| F. J. de Rome    | 105-24-81 |
| E. C. Staples    | 102-20-82 |
| P. R. Wolf       | 106-24-82 |

## LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.  
The C. P. R. s.s. EMERALD OF JAPAN left Kobe on the 7th inst. at noon and was due to arrive at Shimidzu on the 8th inst. at 6 a.m.

The s.s. TORILLA from Shanghai and Kobe left Moji yesterday morning and may be expected here on or about the 10th inst.

The s.s. RUBI left Manila on the 6th inst. and is due here on the 9th inst. at 8 a.m.

The A. O. Line s.s. OHANGSHA left Sydney on the 5th inst. for Hongkong (via Queensland) ports, Darwin, Zamboanga and Manila) and may be expected to arrive here on or about 28th May.

Pigeons Poisoned by Strychnine.  
A large number of wood pigeons have been discovered in the Scarborough district poisoned by strychnine. Cases have been traced six miles north and five miles west of the town. An analysis of the organs of one bird disclosed enough strychnine to kill several people.

## DAIRY FARM NEWS.

## BUTTER. BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

## DAISY BUTTER

Absolutely the best table butter in the Colony.

## To-day's Advertisements

## TO THE PUBLIC.

Owing to the extraordinary demand for the Telegraph Mail Supplement last week and to the fact that numerous late orders could not be fulfilled it has been decided to reprint the story of the Tai On piracy and issue it as an EXTRA to this week's Telegraph Mail Supplement. The full story of the affair, together with the proceedings at the Court of Inquiry and an account of the Standard Oil Company's big oil tank fire at Lai-Chi-kok, will be given in the EXTRA. Attached to the cover of the Telegraph Mail Supplement is a photograph of the vessel as she lies behind Stone-cutter's Island. Orders for copies of this week's Telegraph Mail Supplement should be sent to the office of the Telegraph as early as possible.

## Consignee

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"MUTTRA."  
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD.

Agents, Hongkong, 7th May, 1914. [560]

## Today's Advertisement

## G. S. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 11th day of May, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Wong Nei Chong, in the Colony of Hongkong, for a term of 75 years, with the option of renewal, at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| Lot No. | Boundary Measurements, Approximate | Area, Approximate | Annual Rent, Approximate |
|---------|------------------------------------|-------------------|--------------------------|
| 1       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 2       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 3       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 4       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 5       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 6       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 7       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 8       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 9       | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |
| 10      | 100 ft. by 100 ft.                 | 10,000 sq. ft.    | £100                     |

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

## THE Company's Steamship

"HITACHI MARU,"  
having arrived from the above ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 14th May, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents, Hongkong, 7th May, 1914.

## NOTICE.

## ROYAL HONGKONG GOLF CLUB.

## ANNUAL GENERAL MEETING.

NOTICE is hereby given that the Annual General Meeting of the Royal Hongkong Golf Club will be held at the Club House at Happy Valley, on Monday the 18th day of May, 1914 at 5.30 o'clock in the afternoon for the purpose of receiving the Report and Statement of Accounts for the Year ended 31st December, 1913.

By Order.

K. M. CUMMING,  
Hon. Secretary.

## MACKINTOSH

& CO., LTD.  
MEN'S WEAR SPECIALISTS.

## WHITE

## BOOTS and SHOES

IN CANVAS OR BUCKSKIN

SMART SHAPES. SOUND MATERIALS.

FROM \$8.00 PER PAIR.

MACKINTOSH & CO., LTD. 16 DES VŒUX ROAD.

## WM. POWELL, LTD.

TEL. 346.

DRESS DEPARTMENT  
"RATINE" SPONGE CLOTH.

A PERFECT WASHING FABRIC

FOR

## SUMMER WEAR.

VERY EFFECTIVE AND FAST COLOURS.

NOTE.—We stock the Finest Quality, in this New Material which is necessary for the climate.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right.

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

## ANDERSON MUSIC CO., LTD.

AGENTS FOR

## HIGH CLASS PIANOS

OF

## QUALITY.

THE FAMOUS "NEU GREMONA" VIOLINS.  
ALUMINIUM FLAT BACKED MANDOLINES,  
ETC., ETC.

NEW MUSIC EVERY MAIL.  
6, DES VŒUX ROAD. TEL. 1322

## THE WONDER

## WATER OF

## JAPAN.

The Rising Generation should be protected against the dangers of ordinary Drinking water out here.

GIVE THE CHILDREN

WILKINSON'S  
TANSAN

or such Sweets Drinks as

TANSAN LEMONADE,

TANSAN GINGER ALE,

TANSAN SARSAPARILLA.

The Absolute Purity of Tansan is the Safeguard.

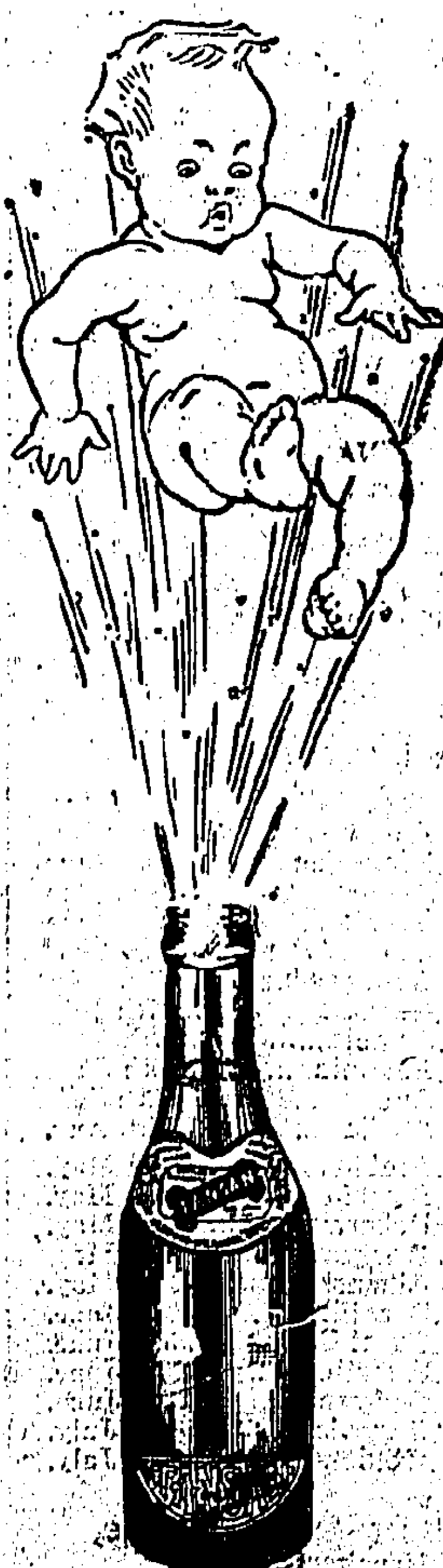
SOLE AGENTS:

CANDE, PRICE &  
Co. Ltd.

6, QUEEN'S ROAD CENTRAL,

HONGKONG.

Tel. No. 135.





## Shipping

CANADIAN PACIFIC  
ROYAL MAIL  
STEAMSHIP LINE.

| From Hongkong                  | From Quebec                  |
|--------------------------------|------------------------------|
| Empress of Russia<br>13th May. | Empress of Asia<br>26th May. |
| Empress of India<br>10th June. |                              |

All Steamships leave Hongkong at noon.  
The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new, quadruple screw 11 knot turbine steamers, of 10,850 tons gross, 30,435 displacement; the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA" "EMPERESS OF ASIA" via Optional Atlantic Port 271.10.  
"EMPERESS OF INDIA" "EMPERESS OF JAPAN" via Optional Atlantic Port 285.  
"MONTAGUE" Intermediate service, via Canadian Atlantic port 243, via Boston or New York 245.  
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 25 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military Officers, Civil Service employees, Missionaries, etc. etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Padder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

## EASTWARD.

S.S. "Japan," 6,913 tons, Capt. Seddon, will be despatched for YOKOHAMA KOBE & MOJI on 16th May.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for MIKE, KOBE & MOJI on 22nd May.

## WESTWARD.

S.S. "Muttra," 4,644 tons, Capt. Holman, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA, on 9th May.

S.S. "Torilla," 5,305 tons, Capt. Swahson, R.N.R. will be despatched on SINGAPORE, PENANG & CALCUTTA, on 14th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to:

DAVID SASSOON & CO., LTD.

Hongkong, May 8, 1914. Agents.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

## HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York, and from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash., and Portland (Or.).

Taking Cargo to, through and to all European North Continental and British Ports, and to India, Ceylon, Mauritius, and other Indian Ocean Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

|                                     |                |           |
|-------------------------------------|----------------|-----------|
| For Shanghai, Kobe & Yokohama       | Segovia        | 28th May  |
| " " " "                             | Andalusia      | 29th May  |
| " " " "                             | Preussen       | 18th June |
| " " " "                             | Silesia        | 18th June |
| " " " "                             | Spezia         | 29th June |
| " " " "                             | C. Ferd. Lohse | 3rd July  |
| " " " "                             | Senegambia     | 17th July |
| " " " "                             | Scandia        | 27th July |
| For Victoria, V'var, S'ile & P'land | Saxonia        | 17th May  |
| " " " "                             | Suevia         | 12th July |
| " " " "                             | Alesia         | 14th Aug. |

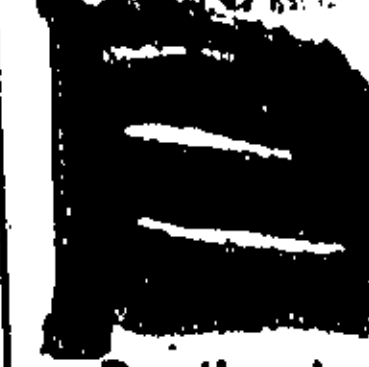
|                                     |                |           |
|-------------------------------------|----------------|-----------|
| For Havre, Antwerp & Hamburg        | Arabia         | 14th May  |
| For Victoria, V'var, S'ile & P'land | Saxonia        | 15th May  |
| For Havre, Antwerp & Hamburg        | Uckermark      | 15th May  |
| For Havre, Antwerp & Hamburg        | Brigantia      | 24th May  |
| For Havre, Antwerp & Hamburg        | Altmark        | 28th May  |
| For Havre, Antwerp & Hamburg        | Brasilis       | 6th June  |
| For Havre, Antwerp & Hamburg        | Furst Bismarck | 5th June  |
| For Havre, Antwerp & Hamburg        | Wuerttemberg   | 19th June |
| For Havre, Antwerp & Hamburg        | Sudra          | 23rd June |
| For Havre, Antwerp & Hamburg        | Segovia        | 4th July  |
| For Havre, Antwerp & Hamburg        | Goldentfels    | 13th July |

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office.

## Shipping

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

| Destination.                                                                               | Steamers.                         | Sailing Date                             |
|--------------------------------------------------------------------------------------------|-----------------------------------|------------------------------------------|
| MARSHALLS, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, and Port Said. | Kaga Maru<br>Capt. Tabusa         | T. 12,500 (WEDNES, 20th May, at 10 a.m.) |
| VICTORIA, B.C. and SEATTLE, via Shanghai, Kobe, Yokohama, and Yokohama.                    | Aki Maru<br>Capt. Noma            | T. 12,500 (TUESDAY, 19th May, at 4 p.m.) |
| SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.                  | Kumano Maru<br>Capt. K. Soneda    | T. 9,300 (WED., 3rd June, at noon.)      |
| CALCUTTA, via Spore, Penang & Rangoon.                                                     | Sanuki Maru<br>Capt. Deguchi      | T. 12,000 (SATURDAY, 16th May.)          |
| BOMBAY via Singapore and Colombo.                                                          | Colombo Maru<br>Capt. Kawashima   | T. 5,000 (SATURDAY, 16th May.)           |
| KOBE & Yokohama.                                                                           | Kilano Maru<br>Capt. F. E. Cope   | T. 16,000 (WED., 3rd June, at 11 a.m.)   |
| NAGASAKI, Kobe & Yokohama.                                                                 | Tango Maru<br>Capt. T. Sekino     | T. 13,500 (TUESDAY, 2nd June, at 5 p.m.) |
| MOJI & Kobe.                                                                               | Kamakura Maru<br>Capt. T. E. Mori | T. 12,500 (SATURDAY, 16th May.)          |
| KOBE & Yokohama.                                                                           | Hakata Maru<br>Capt. Nomura       | T. 12,500 (MONDAY, 11th May.)            |

1 Cargo only. 2 Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS. Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

|                | YOKOHAMA | KOBE    | MOJI    | NAGASAKI |
|----------------|----------|---------|---------|----------|
| Return.        | Return.  | Return. | Return. | Return.  |
| 1st class..... | \$135    | \$122   | \$108   | \$95     |
| 2nd class..... | \$81     | \$75    | \$65    | \$57     |

With option of Rail between Steamers' Calling ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                    | Steamers. | To Sail.             |
|------------------------|-----------|----------------------|
| SHANGHAI & TSINGTAU.   | Chenan    | 9th May at midnight  |
| WEIHAIWEI & TIENTSIN.  | Kueichow  | 12th May at 4 p.m.   |
| MANILA, CEBU & ILOILO. | Taming    | 12th May at 4 p.m.   |
| SHANGHAI.              | Shaohsing | 12th May at 4 p.m.   |
| HOIHOW & HAIPHONG.     | Kallong   | 13th May at 10 a.m.  |
| SHANGHAI.              | Anhui     | 14th May at 4 p.m.   |
| SHANGHAI & TSINGTAU.   | Yingchow  | 16th May at midnight |
| MANILA, CEBU & ILOILO. | Tean      | 19th May at 4 p.m.   |
| WEIHAIWEI & TIENTSIN.  | Huichow   | 24th May at daylight |

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamer, "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong 8th May, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kakhiani, is expected to arrive here about the middle of May 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent.

Hotel Mandons, 3rd Floor.

Tel. No. 1234.

May 4, 1914

## Shipping

HONGKONG  
PHILIPPINES.  
STEAMSHIP CO.

| Steamship. | T.   | Captains.      | For                                 | Sailing date.           |
|------------|------|----------------|-------------------------------------|-------------------------|
| Rubi       | 4000 | J. Miller      | (Manila, Mangarin, Cebu and Iloilo. | TUES., 12th May, 4 p.m. |
| Zafiro     | 4000 | F. S. McMurray | (Manila, Mangarin, Cebu and Iloilo. | FRI., 22nd May, 4 p.m.  |

Electric Light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 4th May, 1914.

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

| Steamer  | Departure | Arrival       | Departure | Arrival       |
|----------|-----------|---------------|-----------|---------------|
| Tjikini  | JAVA      | 1st half May  | JAPAN     | 1st half May  |
| Tjilong  | SHAI      | 1st half May  | JAVA      | 1st half May  |
| Tjipanas | JAVA      | 1st half May  | SHAI      | 2nd half May  |
| Tjilarem | JAPAN     | 2nd half May  | JAVA      | 2nd half May  |
| Tjilabih | JAPAN     | 2nd half May  | JAVA      | 2nd half May  |
| Tjibodas | JAVA      | 2nd half May  | JAVA      | 1st half June |
| Tjimanok | JAVA      | 1st half June | SHAI      | 1st half June |
| Tjilalip | JAVA      | 1st half June | JAPAN     | 1st half June |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building. (15)

Telephone No. 1574

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer.    | Displacement      | Leave Hongkong.   |
|-------------|-------------------|-------------------|
| Chiyo Maru  | 22,000 - 21 knots | Tues., 19th May.  |
| Tenyo Maru  | 22,000 - 21 knots | Tues., 16th June. |
| Nippon Maru | 11,000 - 18 knots | Tues., 23rd       |
| Shinyo Maru | 22,000 - 21 knots | Tues., 14th July. |

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....271.10. Return (6 months) £120.

First Class to New York.....£60. Return (6 months) £28.10.

San Francisco £45. Return (6 months) £38.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291 KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

SUBJECT TO MODIFICATION.

| Steamers.  | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|------------|---------------------------------|-------------------------------|
| Empire     | 2nd May                         | 29th May, 10 a.m.             |
| St. Albans | 23rd May                        | 19th June                     |
| Eastera    | 13th June                       | 10th July                     |

The above Steamers are fitted with Refrigerating Machinery, on carrying a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days)

Steamships: Captain Leaving

Haikang.....A. H. Stewart.....FRIDAY, 8th May at 11 a.m.

Haikang.....A. E. Hodgins.....TUESDAY, 12th May at 11 a.m.

Haikang.....W. O. Passmore.....FRIDAY, 15th May at 11 a.m.

Haikang.....J. W. Evans.....SUNDAY, 10th May at 10 a.m.

Haikang.....J. W. Evans.....WED., 13th May at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.

General Managers.

129

## LOG BOOK.

Hungary and the Cunard Line.

It is reported at Budapest, but so far there is no confirmation of the report, than an arrangement for the creation of a new line from Hungary to America has been reached between the Cunard and Adria companies and that for this service the Cunard will build three new emigrant ships.

The Hungarian Government will, it is stated, conclude an arrangement with the new company whereby the latter would acquire the right to open agencies in the principal towns in Hungary, and act as booking agents for the German lines, apparently very much on the same lines as the Austro-American will do in Austria. It is added that the "pool" has consented to increase the quota of Finns in the emigrant traffic to the same proportion as the increase accorded to Trieste.

Wireless Fog Guns.

The Clyde Navigation Trust are responsible for an interesting and novel experiment for testing the possibility of wireless fog guns for the guidance of navigators in foggy weather. The test, it is believed, is the first of its kind, and so far the results have been satisfactory. The idea is to produce a fog signal which will serve as a guide to mariners, rather than the usual fog bells or horns.

At Rosneath Patch, on the Clyde, where a new beacon has been mounted, one of the experimental guns has been placed. The gun is charged with gas, and at Gourock Pier, about two miles distant, the wireless apparatus has been installed. The gun is fired by means of this apparatus, and so far the test appears to have been satisfactory. Extended experiments, however, are still to be carried out, and should they prove successful it is probable that the fog-gun system may be extended to dangerous rocks in exposed parts where the wireless system would remove difficulties which have hitherto been insurmountable.

The P. and O. and Tangier.

Now ground—or should it be called new salt water?—is being broken by the P. and O. Steamship Company, which began its fleet in the first year of Queen Victoria's reign. It is starting a weekly passenger service to Tangier, a place which may be more attractive to visitors and developers.

ad. The great Indian and Australian liner Maloja, which sailed from London on April 3, called at Tangier, a few days later, before going on to the Gibraltar and Marseilles. Then the sister liner Moldavia, incoming from Caylon and Australia, will touch at Tangier as her last place of call before she reaches England. This arrangement, continued by successive boats, will provide the weekly service to Tangier—one week direct from London, the other week via Marseilles. Its aspect of convenience for English and French travellers and traders is self-evident, and its larger international aspect of creating another bond between England and France, and helping to open up a new France in North Africa, has been quickly recognised and warmly appreciated by our friends of the Entente Cordiale.

Trouble on N. D. L. Boat.

A serious affair occurred on the N.D.L. Rance, one of the Company's coasting steamers, which arrived at Singapore on April 30 from Deli, with Oapt. Schmalz in command. There were a number of Chinese deck passengers on board, and it was with two of them that the trouble commenced. It is alleged that the ship's carpenter, a Chinese, entered into a dispute with them, and suddenly, when the quarrel was at its height, he produced a large chisel and stabbed them in the chest and stomach. The man succeeded in inflicting nasty injuries, but he was overpowered and disarmed before he could continue the attack. The man was given no chance to break out again, and in a few minutes Chief Officer Wieting came upon the scene to enquire into the trouble. Full particulars were not available this morning, but, in some way, the carpenter was allowed to get at his pocket knife, large blade of which he plunged into the officer's back.

Oysters, Fresh, Fried or Stewed.

Findon Haddock, Kippers &c.

ALEXANDRA CATER.



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, MAY 8, 1914.

## TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

### THE IRISH QUESTION.

#### MR. REDMOND'S DENIAL.

[Reuter's Service to "The Telegraph"]

London, Received May 8.  
Mr. Redmond has issued a statement in which he says:—"So far as I know, conversations (on the Ulster question) have not been renewed." He denies that he has consulted with Mr. Asquith.

Mr. Redmond denies that he consulted Mr. Asquith with reference to new concessions. He says the position of the Irish party regarding concessions has not changed since the second reading of the Bill and he is confident the Bill will be sent to the House of Lords in its present shape before the Whitehall recess.

The papers assert that Mr. Asquith saw Mr. Bonar Law yesterday and subsequently Mr. Devlin and Mr. Dillon.

A deputation of "Die-hard" Unionists waited on Mr. Bonar Law yesterday to protest against concessions.

## BILLIARDS.

### Soldiers' Club Tournament.

Last night's games in the semi-final of this tournament made it practically certain that the final will be fought out between the H. K. Volunteers and the H. K. Police and Warders, as the Volunteers gained two more easy victories over their regular opponents. So far, the last mentioned team has not won a single game in this heat. Scores:

H. K. Volunteers. 250  
Ratier. 190  
Hutchinson. 190

500

R. E. "A" Team  
Opl. Waldron. 190  
Q. M. S. Anderson. 190

391

The best break was one of 17, by Mr. Ratier. The Volunteers now lead by 351.

## AMMUNITION POSSESSION.

At the Police Court, this afternoon before Mr. J. R. Wood, a Chinese was charged by Inspector Gordon with being in unlawful possession of 300 rounds of ammunition, at Kowloon.

Inspector Gordon explained to the Court that the defendant was a cook on the s.s. Siberia and he said he was taking ammunition to his country.

A fine of \$150 was imposed.

## Manila and the Plague.

Owing to the plague which is now assuming alarming proportions in Hongkong, passengers and crew arriving here on steamers from the British port are subjected to a more thorough examination by the quarantine doctors than usual, says the "Cebu American" (Manila) of May 2. Every precaution possible is being taken by the authorities so that no infectious case will land in Manila. The journal adds:—

It is said that corpses of plague victims may be seen on the streets of Hongkong. It is impossible to determine what the death list is at present, but the number is said to be large. Europeans have been stricken, despite all precautions. "Verily we must go abroad for home news."

## LEAD FOR GOLD.

### Charge against a Woman.

A woman pawned, or rather tried to pawn, baubles as solid gold to a pawnbroker for \$100. After some bargaining, \$95 was agreed on. The pawnbroker was a little curious as to the weight and he tested them with the result that he found they were filled with lead.

At the Police Court, this morning, the woman was charged before Mr. C. D. Melbourne, Mr. Stokes, of Messrs Deacon, Looker, Deacon and Hurston, presented and Mr. G. K. Hall Bruton defended.

The defence was that the baubles were stamped gold. The woman bought them as gold and when she pawned them she had no idea of the metal filling.

The defendant was discharged.

## JUDGMENT FOR DEFENDANTS.

### The Missing Shirt Case.

In the Summary Court, this morning, Mr. Justice Hazeldine gave judgment for the defendant in the case of the Kat Hing firm, merchants, of 5, Kwong Huen Street v. the Sai Kong Hong Yip Steamship Co., of Connaught Road. The claim was for the sum of \$255.52 damages sustained by the plaintiffs through the failure of the defendant to deliver certain goods which plaintiffs handed to them on February 6th for shipment by their steamship Kwong Hung then at Hongkong, to the Ye Wo Lung firm in Wuhan, such goods consisting of three cases of Loxley's white flannel thread shirts.

Mr. R. C. Faithfull appeared for the plaintiffs, and Mr. Otto Kong Sing appeared for the defendants.

## UNCLAIMED TELEGRAMS

### Eastern Extension Company.

Bowditch, Shanghai.  
Cheungwo, Macao.  
Chopones, Weihaiwei.  
Chowbo, Vancouver.  
Eogfatyin, Taipei.  
Konrang c/o Poh On Assurance Co., Siphah.

Great Dunca, Manila.  
Heebang, Hanoi.  
Hennings, Manila.  
Hongiat, Singapore.  
Kintjeling Senarang.  
Kongshoonchong, Singapore.  
Kwongyangyer, Penang.  
Ky mowshin c/o Foodin Bank.

207 Yonelonekhine St, Rangoon.  
Loong, Nathaliaiv.  
Pratt Crowquill, London.  
Tansayle, Bangkok.  
Thivoeheong, Wobinehaicay, Hanoi.

Vanyjohin, Weihaiwei.  
Weichin, Foochow.  
3057, 5391, 4382 (Wing Ying Cheong), Tsingtau.

### Great Northern Telegraph Company.

Archer Kinaman, Kobe.  
Gimeau Astor House, Usan.  
Kueloong 20 Des Voeux Road West, Yokohama.  
Margaret Cooke, Stegeorges.  
Radio-Krea-Osheli.  
Yokoyamacyz, Toyokiso, Tokio.

0000 Hankow.

### A Big Haul.

At the Police Court, to-day Inspector Dymond kept Mr. J. L. Wood busy when he brought to Court about three hundred Chinese charged with unlawfully discharging crackers in the Western district causing a nuisance to those in the hospital. A fine of \$1 in each case was imposed.

## ANGLO-JAVA ESTATES LIMITED.

### The Annual Meeting.

The fourth annual general meeting of the Anglo-Java Estates, Ltd., was held on April 29 at the offices of Messrs. J. A. Watie & Co., Ltd., Secretaries and General Managers, Shanghai. Mr. W. S. Davidson, president, and the other directors present were Messrs. J. H. McMichael, H. A. J. Macray, and A. M. Marshall. The number of shares represented at the meeting was 142,437.

The Chairman, in the course of his speech said:—"Your directors have followed their usual custom in compiling the report and have endeavored to make it as comprehensive as possible. There are a few points, however, that I may be able to explain more fully. My remarks will follow the sequence adopted in the report and deal first with the areas occupied by the different cultures and the harvests."

Starting with the hevea, I may say that, as you will have seen from the report, the area under this culture was not extended last year, nor has any decision been arrived at, as yet, about planting up the 170 acres on Limburg estate referred to in the report.

Your directors, however, are unanimous in their opinion that this area should be planted, and only await the return to the estate of the chief manager, when the matter will be taken up, and, if he is of the same opinion, I hope the work will be completed during the next planting season. The remarks in the report regarding these 170 acres are not strictly correct. The report says that this is the area, approximately for hevea. As a matter of fact the entire area described as forest and waste land, some 282 acres, is suitable, but of this area only about 70 acres are available as the remaining area must be retained in its present condition in order to preserve the water supply.

As regards the output of rubber, you will agree with me, I think, that it was very satisfactory. And I don't see how you can be of any other opinion, as regards the yields per tree and per acre, than that they are likewise very satisfactory.

In connection with the yield, the report draws your attention to the fact that no particular decrease was evidenced until after four months of drought.

Since the report was issued it has been brought to my attention that the trees were wintering during August and September, and it may be that the decreases during those two months were attributable to that fact as much as to the effect of the drought.

The cost of production is "all in" with the exception of the depreciation. The depreciation, other than the sum written off the coffee gardens, which, of course, may be considered almost as a direct charge against the coffee, amounts to F.25,149.34 or £2,095.00 the bulk of which was for machinery, buildings and tram line.

The machinery includes all kinds, viz: rubber, hevea, coffee and cocoa, as well as what may be described as the general machinery, that is the water power installation, the electric light plant, and the machine shop. The accounts, unfortunately, do not show the cost of each kind of machinery, and it has, therefore, been impossible to arrive at the proportion of the sum provided for depreciation applicable to the rubber. We hope to be able to separate the machinery account during the current year; we will then be able to tell more exactly what part of the depreciation on machinery should be borne by the rubber.

As regards the depreciation on buildings, it will always be a matter of considerable difficulty to divide this fairly and justly

between the various products, until the coffee and cocoa are removed from the hevea gardens, or, to put it another way, until the various cultures occupy exact and exclusive areas.

The tram line is used almost exclusively for the transport of the hevea leaves from the gardens to the factory, and the depreciation on it will, therefore, become a charge against hevea.

Shanghai office expenses, directors' and auditors' fees amount to Tls. 3,389.32, and this sum works out at the rate of 1.1-5d. per pound. In this connection I have only to point out to you that, with double the output this cost would be reduced to 3/5ths of a penny. Satisfactory as I think you will consider these figures, I think the costs for the current year will show a general all round reduction, due largely to the increased production that is anticipated, and to the fact that fewer new trees will be taken into the rounds. In this connection you will no doubt be pleased to learn that the cost of tapping, collecting and manufacturing, for the first three months of this year, show a reduction of no less than 2.2-3d. from the average figures of last year.

As regards the estimated output during the current year, I may say that the visiting agent puts it at 400,000lb. Judging by the output during the first quarter, I think this estimate should be achieved, unless unfavourable weather interferes for a prolonged period.

On Djarangan estate, as you will have learnt from the report, tapping was commenced in October last.

Hevea was first planted on this estate in March 1910, when a block of 175 acres was planted with 25,000 trees. It must therefore be gratifying to you to know that although interplanted with coffee, they have grown so well that it was possible to begin tapping when they were only 3 1/2 years old. In January last about 10,000 trees were being tapped; in March this number was increased to 17,000, which represents nearly 70 per cent. of the trees in the block. After this number is reached, no further trees will be brought into the rounds until next autumn. This will enable the manager to concentrate his efforts on organizing his tapping force and reducing the cost of production. By the beginning of next year, 1915, there should be some thing like 40,000 trees in the rounds, which number will be very considerably increased during the year. The output for the current year is estimated at 15,000 lb. That is all I have to say about rubber.

The reduction in the area under hevea has been fully explained in the report. The area now under this culture this he maintained, I think, for some time. The reasons for not increasing it are two-fold. In the first place, the work of harvesting the leaves is heavy and difficult, and consequently this class of work is less attractive to the coolies. This difficulty, however, could probably be overcome, but the second and chief difficulty has to do with the space required for the hevea machinery in the factory. This machinery takes up a great deal of room as do also the leaves as they are brought in from the fields. Our factory is large, as is likewise the power developed by the turbine, but, nevertheless, both are limited, and since hevea is the premier culture, sufficient space must be reserved in the factory for the new rubber machines which will be required to deal with the ever-increasing output. At the present time it is felt that it will be possible to handle the output of hevea from the existing area, without in any way encroaching on the space reserved for the rubber machinery.

The harvest was slightly over the estimate and would have been considerably more had the dry weather not prevented the leaves

## A CURIOUS CASE.

### Alleged hold-up of A Chinese for Ransom.

A case was remanded this morning at the Police Court, in which five men were alleged to have held up for ransom a Chinese at Lai Chi-kok. When Sergeant McKay visited the place he found it guarded, but the sergeant "took" the guard in the house. A free fight ensued, and when the general disturbance had subsided, a woman accused the captured man of stealing clothing and he accused her of assault. There was found in the house a piece of paper with a five cent stamp affixed, and this paper, it was alleged, the gang had asked the captured man to sign to the extent of \$400. The paper contained no writing however.

expanding fully. The cost of production is slightly more than last year, due to inclusion this year of certain figures that were omitted in those of last year, while the prices realized were about 8/- more than those of the previous year. The output for the current year is estimated at 8,000 piculs and harvesting was commenced during March. This is a month earlier than last year, but the manager thinks this advisable, in order that advantage may be taken of the greater supply of water available at this season of the year.

The coffee, as you are doubtless aware does not occupy any separate areas by itself on either estate, but is interplanted throughout the hevea gardens. In the report you were informed that the coffee would gradually disappear as the shade from the hevea became too dense. In connection with this statement, I would like to say that it is not at all likely that the coffee trees will disappear completely for some years to come, owing to the fact that, since the estates passed into your hands, the hevea has been planted very far apart.

The harvest of coffee was a great disappointment to all concerned, but was unavoidable, or rather inevitable, owing to the adverse weather conditions during the year 1912. The higher cost of production is, of course due primarily to the decreased output, and secondly to the increased cost of upkeep of gardens. A considerably larger sum was spent on upkeep of gardens in 1913, than in 1912, principally for pruning, which was necessary in consequence of the heavy harvest of the preceding year, and adverse weather conditions which prevailed in 1912. Another reason, however, is, that in the cost figures for 1913, the selling expenses have been included, whereas these expenses were not included in figures for 1912. The decreased selling prices are the result of a less buoyant market, and the fact that there was harvested a less proportion of the better varieties of coffee, namely Java and Liberia. The harvest for the current year is estimated at 2,800 piculs for Limburg and 2,200 piculs for Djarangan, or a total of 5,000 piculs.

Although we would all like to see large coffee harvests every year we must remember that the trees are so young that they are bound to suffer from a succession of heavy crops. As a result of the comparatively small crops harvested last year and to be harvested this year, the trees may be said to have rested, and with the cultivation and careful pruning they have had, we have the satisfaction of knowing that given favourable weather conditions during the blossoming period of this year the trees are capable of producing a heavy crop.

The area under coconuts alone is only 150 acres, but in addition to this, as stated in the report, there

## WATER RETURN.

### Level and Storage of water in Reservoirs on 1st May 1914.

#### CITY AND HILL DISTRICT WATER WORKS LEVEL.

|       | 1913  | 1914  |
|-------|-------|-------|
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |

#### STORAGE IN MILLIONS AND DECIMALS.

|       | 1913  | 1914  |
|-------|-------|-------|
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |
| Tyrum | 101.5 | 101.5 |

#### KOWLOON WATER WORKS LEVEL.

|         | 1913  | 1914  |
|---------|-------|-------|
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |

#### STORAGE IN MILLIONS AND DECIMALS.

|         | 1913  | 1914  |
|---------|-------|-------|
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |
| Kowloon | 101.5 | 101.5 |

The Government Analysts' reports show that the water is of excellent quality.

Public Works Department.  
A. F. CHURCHILL,  
Water Authority.

are a great many trees scattered through the hevea gardens. In the same way as with the coffee, the coconuts trees interplanted in the hevea gardens, must be removed gradually, and eventually the harvest will be obtained from the 150 acres only. The harvest of this commodity was also adversely affected by the drought, and fell short of the estimate by 128 piculs. The cost of production compares favourably with that of the previous year, but the prices realized were less than those realized for the 1912 crop, due to there having been a less quantity of No. 1 quality, which was occasioned by the drought. The output for the current year is estimated at 1,000 piculs.

Turning now to the account I find that there is very little left for me to say, but I have a few remarks to make regarding expenditure on capital account. On Djarangan Estate the only extraordinary expenditure was the first payment on account of the new rubber factory, which is now being erected. This factory was contracted for last year; it consists of the building and machinery, which latter comprises an oil engine, three crepeing machines and a finishing machine. These machines will be ample for an output of 20,000 lb. per month, so that it will not be necessary to buy additional machinery for some time to come.

On Limburg estate the heaviest expenditure was on account of native houses. In the circular issued to you last September, you were informed of the outbreak of plague, and the steps that had been taken to get rid of this scourge. At the request of the chief manager, your directors promptly voted a sum of F. 120,000 for the purpose of building new native houses to be made rat proof. Of this sum voted F. 112,000 were spent, for which there have been 402 detached houses.

146 lines.  
3 markets.  
21 foreman's houses.  
1 godown.  
4 plague barracks.  
38 stables.  
15 cart sheds.  
During the months of April

and May the outbreak was at its worst, and a panic was averted only by the prompt measures taken by the chief manager to provide rat proof houses. Altogether there was a total of 58 deaths from plague during the period from February to September, but thanks to the progress made with the building of the new houses, there have been no deaths since then. Although these new houses have cost us a lot of money, I think you will agree with me that it was not only expedient, but imperative, that they should have been built, and I hope you will approve the action of your directors.

A sum of F. 40,000 has been estimated for more new houses during the current year. The chief manager, writing in September last, says that, as the number of tappers will have to be increased by 150 men during 1914, and, as there will be 150,000 trees to be added to the rounds during 1915, it necessary to provide these buildings to accommodate additional coolies required.

Particulars of the expenditure on new machinery are given in the report. For the current year, your directors have authorized the purchase of a universal washer at an estimated cost of F. 10,000 erected, and also a Wickham process outfit, as an experiment, at an estimated cost of £200.

The stock of rubber unsold at the end of the year is large. The principal reason for this being that the acting chief manager has been holding on to his rubber too long, in order to make big shipments. Instructions have been sent to the Java agents to arrange to make shipments fortnightly, and, if possible, every week. The value attached to the unsold rubber is low, and I think the auditors might have stretched it a point or two, but, of course, it is much better to be on the safe side.

As regards the coconuts, it is inevitable that there should be a large stock on hand unsold at end of the year, for the reason that this commodity is harvested in the autumn, and, after being prepared and dried, which takes time, must be shipped to Europe for sale.

The reason why the unsold stock of hevea is so large is because it takes a much longer time to dry during the autumn than in the summer time, owing to the rains. It also must be shipped to Europe for sale, and auctions are held only once a month.

As far as I can see there is nothing in the accounts of the Shanghai Company which calls for any comment. Your directors I hardly need say, share the regret, which you no doubt feel on account of the reduced profit, but this was inevitable, owing to the heavy fall in the value of rubber and the other difficulties with which we had to contend, and I hope that the results for the current year will be somewhat better.

There being no questions, the Chairman proposed that the directors' report and statement of accounts, as presented be passed. This was seconded by Mr. A. M. Marshall, and carried.

The other resolutions adopted were:—

That a dividend at the rate of 7 1/2 per cent. equal to Tls. 0.28 per share be paid. Proposed by the Chairman, seconded by Mr. McMichael.

That Mr. W. S. Davidson be re-elected a director of the company—Proposed by Mr. A. Stott, seconded by Dr. G. E. Goode.

That Messrs. Lowe, Bingham and Matthews be re-elected auditors to the Company for the ensuing year at a fee of Tls. 150.—Proposed by the Chairman, seconded by Mr. Macray.

The Chairman after thanking those present for attending, announced that dividend warrants would be passed that evening.



## FAR EASTERN NAVAL SQUADRONS.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

| Name        | Class                     | Tons   | Guns | H.P.   | Commander                  | Reported at |
|-------------|---------------------------|--------|------|--------|----------------------------|-------------|
| Albatross   | Despatch-boat             | 1,700  | 12   | 2,000  | Comdr. A. Oochrans         | Hongkong    |
| Atlas       | Admiralty tug             | 710    | 2    | 900    | Master W. West             | Hongkong    |
| Cramble     | Gunboat                   | 710    | 2    | 900    | Lt.-Com. V. R. Brandon     | Yangtze     |
| Arcturion   | Gunboat                   | 1,070  | 6    | 1,400  | Lt.-Com. W. H. Darwell     | Hongkong    |
| Cadmus      | British sloop             | 380    | —    | 300    | Comdr. H. Williams         | Shanghai    |
| Cherub      | Water tank and tug        | 560    | —    | 7,550  | Master H. Smith            | Hongkong    |
| Bismarck    | T. B. Destroyer           | 1,070  | 6    | 1,400  | Lt.-Com. H. T. England     | Hongkong    |
| Blo         | British sloop             | 10,850 | 10   | 20,500 | Comdr. Mackenzie, D.S.O.   | Penang      |
| Hampshire   | 1st class cruiser         | 616    | 4    | 1,200  | Capt. H. W. Grant          | Weihaiwei   |
| Ged         | Torpedo boat destroyer    | 1,040  | —    | —      | Lt.-Com. G. A. Mullock     | Yangtze     |
| Kinsha      | River gunboat             | 1,040  | —    | —      | Lt.-Com. H. Marryatt       | Yangtze     |
| Kennett     | Torpedo boat destroyer    | 1,040  | —    | —      | Lt.-Com. Boddam Whetham    | Hongkong    |
| Marlin      | Surveying ship            | 14,600 | —    | 27,000 | Lt.-Com. C. J. J. Gibson   | Labuan      |
| Minotaur    | 1st class cruiser         | 180    | 2    | 800    | Capt. E. B. Kiddle         | Weihaiwei   |
| Moorhen     | River gunboat             | 4,800  | 12   | 22,000 | Lt.-Com. Alan Dixon        | Hongkong    |
| Newcastle   | 2nd class cruiser         | 85     | 2    | 240    | Capt. Frederick A. Powlett | Shanghai    |
| Nightingale | River gunboat             | 590    | —    | 7,500  | Lt.-Com. M. Murray         | Yangtze     |
| Ribble      | Torpedo boat destroyer    | 85     | 2    | 240    | R. W. Wilkinson            | Weihaiwei   |
| Robin       | River gunboat             | 85     | 2    | 240    | Lt.-Comdr. Nash            | West River  |
| Rosario     | Depot ship for submarines | 85     | 2    | 240    | Lt.-Comdr. Cromie          | Canton      |
| Sandpiper   | River gunboat             | 85     | 2    | 240    | Lt.-Com. I. S. Button      | West River  |
| Snipe       | River gunboat             | 350    | 6    | 6,000  | Gunner W. H. Hyder         | Hongkong    |
| Taku        | Torpedo boat destroyer    | 180    | 2    | 800    | Lt.-Com. Hon. Guy Stopford | Yangtze     |
| Ten         | River gunboat             | 710    | 2    | 900    | Lt.-Com. H. R. N. Cotrell  | Dormer      |
| Thistle     | Gunboat                   | 11,915 | —    | 12,500 | Capt. P. Seatonfield       | Hongkong    |
| Triumph     | Receiving Ship            | 590    | —    | 7,500  | Comdr. Australia           | Hongkong    |
| Tamar       | Torpedo boat destroyer    | 355    | 6    | 6,300  | Lt.-Comdr. Maxwe           | Weihaiwei   |
| Uk          | Torpedo boat destroyer    | 590    | —    | 7,500  | Lt.-Com. H. D. Adair       | Weihaiwei   |
| Virago      | Torpedo boat destroyer    | 360    | 6    | 5,900  | Com. Seymour               | Weihaiwei   |
| Welland     | Torpedo boat destroyer    | 195    | 2    | 800    | Lt.-Com. H. Neville        | Weihaiwei   |
| Whiting     | Gunboat                   | 150    | 2    | 500    | Lt.-Comdr. J. C. Barrett   | Yangtze     |
| Wildgoose   | Gunboat                   | 150    | 2    | 500    | Lt.-Com. M. B. Blackwood   | Yangtze     |
| Woodcock    | Gunboat                   | —      | —    | —      | Lt.-Comdr. Lloyd           | Yangtze     |
| Woodlark    | Gunboat                   | —      | —    | —      | Lt.-Com. Pope              | Hongkong    |
| C. 36       | —                         | —      | —    | —      | Lt.-Com. McGillivie        | Hongkong    |
| C. 37       | —                         | —      | —    | —      | Lt.-Com. J. Gaimies        | Hongkong    |
| C. 38       | —                         | —      | —    | —      | Lt.-Com. Handley           | West River  |
| T.B. 335    | —                         | —      | —    | —      | Lt.-Com. T. Barton         | Hongkong    |
| T.B. 336    | —                         | —      | —    | —      | Lt.-Com. Nicol             | Hongkong    |
| T.B. 337    | —                         | —      | —    | —      | Lt.-Com. H. W. Seymour     | Hongkong    |
| T.B. 338    | —                         | —      | —    | —      | —                          | —           |

\* Flagship of Admiral Jeram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

## FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

| French.           |                  |        |    |        |                            |              |
|-------------------|------------------|--------|----|--------|----------------------------|--------------|
| Dupleix           | Armoured cruiser | 10,014 | 30 | 20,000 | Capt. Vergos               | Shanghai     |
| Kléber            | Armoured cruiser | 9,700  | 12 | 19,800 | Capt. Gourts               | Hongkong     |
| Deedee            | Gunboat          | 645    | 10 | 1,000  | Lieut. Vandier             | Saigon       |
| Argus             | River gunboat    | 180    | 6  | 570    | Lieut. Dordet              | Canton       |
| Vigilante         | Gunboat          | 123    | 7  | 500    | Lieut. de Jervillier       | Canton       |
| Peiho             | Gunboat          | 130    | —  | —      | Lieut. Collin              | Tongku       |
| Dordard de Lagree | Gunboat          | —      | —  | —      | Lieut. Dupuy Duteemps      | Tohono-kin   |
| Lynx              | Submarine        | —      | —  | —      | Lieut. Bolux               | Saigon       |
| Protee            | Submarine        | —      | —  | —      | Lieut. Guillaume-Louis     | Saigon       |
| Styx              | Armoured gunboat | 1,798  | 10 | 1,700  | Lieut. Guillaume-Louis     | Saigon       |
| Fronda            | Destroyer        | 350    | 7  | 303    | Lieut. Auillac             | Saigon       |
| d'Iberville       | Destroyer        | —      | —  | —      | Capt. de Frigate Ronissen  | Hongkong     |
| Pistolet          | Destroyer        | 130    | 7  | 300    | Comdr. de Marquessac       | Saigon       |
| Monsquet          | Destroyer        | 307    | 6  | 300    | —                          | Saigon       |
| Manche            | Surveying-ship   | 1,625  | 10 | 9,000  | Com. Voisin                | Saigon       |
| German.           |                  |        |    |        |                            |              |
| Emden             | Cruiser          | 3,600  | 22 | 13,500 | Capt. v. Muller            | Tsingtau     |
| Gneisenau         | Armoured cruiser | 11,600 | 36 | 28,000 | Captain Brunningshaus      | Tsingtau     |
| Itia              | Gunboat          | 900    | 12 | 1,300  | Comdr. Saehase             | Canton       |
| Jaguar            | Gunboat          | 900    | 12 | 1,300  | Comdr. Luring              | Shanghai     |
| Leipzig           | Cruiser          | 3,250  | 24 | 11,000 | Capt. Haun                 | Tsingtau     |
| Luchs             | Gunboat          | 900    | 10 | 1,350  | Comdr. Thierichen          | Hankow       |
| Nurnburg          | Cruiser          | 3,400  | 22 | 13,200 | Capt. v. Schonberg         | Tsingtau     |
| Otter             | River gunboat    | —      | —  | —      | Capt. Lieut. Frie          | Yangtze      |
| Scharnhorst       | Flagship         | 11,600 | 36 | 26,000 | Capt. F. Scholtz           | Tsingtau     |
| S. 90             | Torpedo-boat     | 400    | 8  | 6,500  | Capt. Lt. Brunner          | Tsingtau     |
| Taku              | Torpedo-boat     | 280    | 4  | 6,000  | Oblt. z. S. v. Mauberge    | Tsingtau     |
| Tiger             | Gunboat          | 900    | 10 | 1,350  | Comdr. Becker              | Tsingtau     |
| Taiguan           | River gunboat    | 224    | 4  | 1,300  | Capt. Lt. v. Moller        | Canton       |
| Vaterland         | River gunboat    | 224    | 4  | 500    | Oblt. z. S. Dressler       | Yangtze      |
| Portuguese.       |                  |        |    |        |                            |              |
| Adamastor         | Cruiser          | 1,767  | —  | —      | Capt. Annibal de S. Dias   | Hongkong     |
| Macao             | Gunboat          | —      | —  | —      | Capt. Martins              | Macao        |
| Patria            | Gunboat          | 700    | —  | —      | Capt. Luiz A. de Magalhães | Correa M. on |

## UNITED STATES VESSELS.

|            |                        |       |    |        |                            |             |
|------------|------------------------|-------|----|--------|----------------------------|-------------|
| A-2        | Submarine              | —     | —  | —      | Ensign G. Bradford         | Cavite      |
| A-4        | —                      | —     | —  | —      | Ensign J. R. Mann          | —           |
| A-6        | —                      | —     | —  | —      | Ensign H. L. Rabell Daffer | —           |
| A-7        | —                      | —     | —  | —      | Ensign R. I. Wood          | —           |
| Albany     | Protected cruiser      | 3,430 | 10 | 7,500  | Commander M. L. Bristol    | Cruising    |
| Bainbridge | Torpedo-boat des.      | 420   | 7  | 8,000  | Lieut. R. A. Spruance      | Cavite      |
| Barry      | Torpedo-boat des.      | 420   | 7  | 8,000  | Lieut. C. S. Keller        | Cavite      |
| Callao     | Gunboat                | 243   | 8  | 250    | Ensign W. L. Beck          | Canton      |
| Chauncey   | Torpedo-boat destroyer | 420   | 7  | 8,000  | Lt. J. O. Geopings         | Cavite      |
| Cincinnati | Protected cruiser      | 3,183 | 11 | 10,000 | Com. J. V. Chase           | Cruising    |
| Dale       | Torpedo-boat destroyer | 420   | 7  | 8,000  | Lt. V. K. Colman           | Cavite      |
| Decatur    | Torpedo-boat destroyer | 420   | 7  | 8,000  | Lt. E. Durr                | Cavite      |
| Elcano     | Gunboat                | 620   | 4  | 600    | Lt. Com. V. S. Gannon      | Shanghai    |
| Helena     | Gunboat                | 1,392 | 8  | 1,988  | Com. G. R. Marvell         | Shanghai    |
| Monahan    | Station ship           | 1,900 | 6  | 1,100  | Lieut. V. R. Lowe          | Cavite      |
| Monadnock  | Monitor                | 3,990 | 6  | 3,000  | Lt. Y. Rorsbach            | Olongapo    |
| Monterey   | Monitor                | 4,084 | 4  | 5,277  | —                          | —           |
| Pampanga   | Gunboat                | 243   | 8  | —      | Ensign P. J. Peyton        | Cav. Canton |
| Piscataqua | Sea-going tug          | 854   | 2  | 1,800  | —                          | —           |
| Pompey     | Repair ship            | 3,085 | —  | —      | —                          | —           |
| Samar      | River boat             | —     | —  | —      | Lt.-Com. U. W. Coles       | Canton      |
| Wilmington | Cruiser                | —     | —  | —      | Com. P. Babin              | Hongkong    |
| Saratoga   | Flagship               | —     | —  | —      | J. H. Dayton               | Shanghai    |
| Salveston  | Cruiser                | —     | —  | —      | Com. R. H. Leigh           | —           |
| Rainbow    | —                      | —     | —  | —      | Lt. G. W. Hains            | —           |

## MARKET PRICES.

Hongkong May 1, 1914.

## BUTCHER MEAT.

|                                           |               |                |
|-------------------------------------------|---------------|----------------|
| Beef Sirloin & Prime Cut                  | — Mei Lung Pa | ... lb. 19     |
| " Corned, — Ham                           | — gau Yuk     | ... " 18       |
| " Breast, — Shiu                          | —             | ... " 19       |
| " Breast, — Nagu Lam                      | —             | ... " 14       |
| " Soup, — Tong Yuk                        | —             | ... " 15       |
| " Steak, — Ngau Yuk Pa                    | —             | ... " 19       |
| " do, — Sirloin Coton                     | — Ngau Lau    | ... " 30       |
| " Sausages, — Ngau Chung                  | —             | ... " 20       |
| Bullock's Brains                          | — Know        | ... per set 10 |
| " Tongue fresh, — Ngau                    | —             | ... each 60    |
| " corned, — Ham                           | — gan Li      | ... " 60       |
| " Head, — Ngau Tan                        | —             | ... " 80       |
| " Heart, — Ngau Sum                       | —             | ... " 14       |
| " Hump, Salt, — Ngau Kan                  | —             | ... " 19       |
| " Feet, — Ngau Kusi                       | —             | ... " 18       |
| " Kidneys, — Ngau Y                       | —             | ... " 10       |
| " Tail, — Ngau Mei                        | —             | ... " 10       |
| " Liver, — Ngau Kon                       | —             | ... lb. 18     |
| " Tripe (undressed), — Ngau To            | —             | ... " 14       |
| Calves' Head & Feet, — Ngau-chai-lau-kark | —             | ... set 8      |
| Mutton Chop, — Yeung Pei Kwat             | —             | ... lb. 81     |
| " Leg, — Yeung Pei                        | —             | ... " 25       |
| " Shoulder, — Yeung Shau                  | —             | ... " 25       |
| Pigs Chitlings, — Ohu Ohong               | —             | ... " 24       |
| " Brains, — Chu Know                      | —             | ... per set 27 |
| " Feet, — Chu Kark                        | —             | ... lb. 2      |
| " Fry, — Chu Chak                         | —             | ... " 12       |
| " Head, — Chu Yu                          | —             | ... each 18    |
| " Heart, — Chu Sum                        | —             | ... pair 10    |
| " Kidneys, — Chu Yiu                      | —             | ... lb. 8      |
| " Liver, — Chu Con                        | —             | ... " 24       |
| Pork, Chop, — Chu Pai Kwat                | —             | ... " 23       |
| " Corned, — Ham Ohu Yuk                   | —             | ... " 27       |
| " Leg, — Chu Pa                           | —             | ... " 24       |
| " Fat or Lard, — Chu Yu                   | —             | ... set 70     |
| Sheep Head and Feet, — Chu Tau Kark       | —             | ... each 7     |
| " Heart, — Yeung Sum                      | —             | ... " 10       |
| " Kidneys, — Yeung Yiu                    | —             | ... lb. 25     |
| " Liver, — Yeung Con                      | —             | ... " 22       |
| Sucking Pigs, To Order, — Chu Ohu         | —             | ... " 18       |
| Suet, Beef, — Sang Ngau Yau               | —             | ... " 24       |
| " Mutton, — Sang Yeung Yau                | —             | ... " 19       |
| Veal, — Ngau Chai Yuk                     | —             | ... " 20       |
| " Sausages, — Ngau Chai Chung             | —             | ... " 20       |

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## POULTRY.

|                                     |                  |
|-------------------------------------|------------------|
| Chicken, — Kai Chai                 | ... lb. 30       |
| Capons, Large, Small, — Sin Kai     | ... " 30         |
| Ducks, — Ap                         | ... " 24         |
| Doves, — Pan Kau                    | ... each 20      |
| Eggs, Hen, — Kai Tan                | ... per doz 20   |
| Fowls, Canton, — Kai                | ... lb. 33       |
| " Hainan, — Hoi Nam Kai             | ... " 30         |
| Geese, — Ngai                       | ... " 24         |
| Jeese, Wild, — Shang-ho Yea Ngai    | ... " 24         |
| Musk Deer, — Wong Keng              | ... each —       |
| Hare, Shanghai, — Tu Chai           | ... " 44         |
| Partridge, — Che Khoo               | ... pair \$ 2.00 |
| Pheasant, — Shan Kai                | ... pair \$ 2.00 |
| Pigeons, Canton, — Pak Kup          | ... each 37      |
| " Hoihow, — Hoi How Pak Kup         | ... " 30         |
| Quail, — Um Chuan                   | ... " 2          |
| Rice Birds, — Wo Fa Cheal           | ... dozen —      |
| Snipe, — Sa Choy                    | ... each 2       |
| Turkeys, Cock, — Phor Kai Kung      | ... lb. 60       |
| " Hen, — Na                         | ... " 44         |
| Wild Ducks, — Sai Ap Chai           | ... \$1.30       |
| " Ducks Canton, — Sang Shing Sui Ap | ... \$1.20       |

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# INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

| For                  | Steamship | On                         |
|----------------------|-----------|----------------------------|
| MOJI & Kobe          | Fooksang  | Sat., 9th May at 11 a.m.   |
| MANILA               | Loongsang | Sat., 9th May at 2 p.m.    |
| S'PORE, Pang & Catta | Kumsang   | Sat., 9th May at 2 p.m.    |
| SHANGHAI & Tsingtau  | Choysang  | Sun., 10th May at 11 a.m.  |
| S'PORE, & Catta      | Loval     | Tues., 12th May at 2 p.m.  |
| SHANGHAI & Tsingtau  | Taksang   | Thur., 14th May at 11 a.m. |
| TIENSIN              | Chipsang  | Thur., 14th May at 11 a.m. |
| MANILA               | Yuensang  | Sat., 16th May at 2 p.m.   |

## Return Tours to Japan.

The steamers "Kumsang," "Namisang" and "Loval" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Loval," "Yatsing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with electric light.

A fully qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class passengers, and are fitted throughout with electric light.

† Taking cargo on Through Bills of Lading to Yangtze

Ports, Choofoo, Tientsin, Dairen, Waihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage,

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## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—London &amp; d.

| For                         | Steamers      | Date of Sailing |
|-----------------------------|---------------|-----------------|
| LONDON, ROTTERDAM & ANTWERP | Cardiganshire | 15th May.       |
| LONDON, ROTTERDAM & ANTWERP | Radnorshire   | 26th June.      |

Trans-Pacific "Shire" &amp; "Glen" Joint Service

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## VESSELS LOADING.

## EUROPEAN PORTS.

| Destination.                                    | Vessel's Name. | For Freight Apply To | To be Despatched. |
|-------------------------------------------------|----------------|----------------------|-------------------|
| London, via Usual Ports of Call                 | Assa           | P. & O.              | 9, May            |
| London, Rotterdam and Antwerp                   | Garshiro       | J. M. Co.            | 12, May           |
| N'les, C'ba, A'rs, Lieben S'ion, &c.            | Bueow          | M. & Co.             | 13, May           |
| London & A'werp via S'pore etc.                 | Namur          | P. & O.              | 13, May           |
| Hamburg & Antwerp &c.                           | Arabia         | H. A. L.             | 14, May           |
| Havre, Emden & Hamburg                          | Uckermark      | H. A. L.             | 15, May           |
| Trieste, via Singapore, Penang, Colombo, etc.   | Bohemia        | S. W. Co.            | 15, May           |
| Marseilles, Anwerp, Rotterdam, Hamburg & Bremen | Sigmaringen    | M. Co.               | 16, May           |
| London, Rotterdam & Antwerp                     | Card'shire     | J. M. Co.            | 18, May           |
| Marseilles via Ports                            | Dumbea         | U. M.                | 19, May           |
| Havre, D'kirk, & Hamburg                        | Schwarzburg    | H. A. L.             | 19, May           |
| M'elles via S'gon, S'pore, C'bo, Port Said      | Cordillere     | M. M. Co.            | 19, May           |
| M'les, L'don A'werp via S'pore etc.             | Kara M.        | N. Y. K.             | 20, May           |
| P'dam, Hamburg & Antwerp                        | Brigaviva      | H. A. L.             | 22, May           |
| London, Hull and Antwerp                        | Glenloghan     | S. T. Co.            | 24, May           |
| Havre, Bremen and Hamburg                       | Altmark        | H. A. L.             | 1, June           |
| Rotterdam, & Hamburg                            | Brasilila      | H. A. L.             | 6, June           |
| Havre, & Hamburg                                | Furst Bulow    | H. A. L.             | 6, June           |
| M'les, R'dam, H'burg & Bremen                   | Helgoland      | M. Co.               | 6, June           |
| Marseilles, Rotterdam etc.                      | Altair         | M. Co.               | 6, July           |

## NEW YORK, SAN FRANCISCO AND CANADA.

|                                      |              |           |         |
|--------------------------------------|--------------|-----------|---------|
| San Francisco via S'hai & Japan &c.  | Korea        | P. M. Co. | 9, May  |
| San Francisco via S'hai & Japan &c.  | Shinyo M.    | T. K. K.  | 11, May |
| Vancouver via S'hai & Japan &c.      | E. of Russia | C. P. R.  | 13, May |
| V'toria, V'wer, S'tle & Portland     | Sambila      | H. A. L.  | 13, May |
| V'toria, B.C., T'm via Japan &c.     | Tacoma M.    | O. S. K.  | 14, May |
| Seattle via Nagasaki etc.            | Minnesota    | N. Y. K.  | 15, May |
| Boston and New York                  | Chalister    | D. & Co.  | 15, May |
| San F'co via Manila & Japan &c.      | Chiyo M.     | T. K. K.  | 19, May |
| V'toria, B.C. S'tle via Shanghai &c. | A' M.        | N. Y. K.  | 19, May |
| Boston & New York                    | Kioto        | B. L.     | 25, May |
| San F'co via Manila & Japan &c.      | China        | C. P. R.  | 27, May |
| V'toria, B.C. & T'm via S'hai &c.    | Panama M.    | O. S. K.  | 27, May |
| V'toria, V'wer, S'tle & P'land       | C'shire      | J. M. Co. | 28, May |
| Vancouver, &c.                       | E. of India  | C. P. R.  | 28, May |
| V'toria, V'wer, S'tle, T. & P.       | Car'shire    | J. M. Co. | 28, May |
| Vancouver via S'hai, Japan etc.      | Monteagle    | C. P. R.  | 1, July |

## AUSTRALIA.

|                             |             |           |          |
|-----------------------------|-------------|-----------|----------|
| Australian Ports via Manila | P. Waldemar | M. & Co.  | 16, May  |
| Aust. alia                  | Empire      | G. L. Co. | 29, May  |
| Australia                   | St. Albans  | G. L. Co. | 19, June |
| Australia                   | Eastera     | G. L. Co. | 10, July |

## SINGAPORE, COAST PORTS AND JAPAN.

|                                    |             |           |          |
|------------------------------------|-------------|-----------|----------|
| Moji Kobe and Yokohama             | Riojun M.   | D. & Co.  | 9, May   |
| Shanghai and Tsingtau              | Chonan      | B. & S.   | 9, May   |
| Manila                             | Loongsang   | J. M. Co. | 9, May   |
| Tamsui via Swatow & Amoy           | Daijun Maru | O. S. K.  | 10, May  |
| Shanghai and Tsingtau              | Choysang    | J. M. Co. | 10, May  |
| Shanghai, Kobe and Yokohama        | Segavia     | H. A. L.  | 11, May  |
| Jessellton, Kudat and Sandakan     | Borneo      | V. Co.    | 11, May  |
| Kobe and Yokohama                  | Hakata M.   | N. Y. K.  | 11, May  |
| Kobe and Moji                      | Dunera      | D. S. Co. | 11, May  |
| Manila, Cebu and Iloilo            | Tamung      | B. & S.   | 12, May  |
| Singapore, Penang & Calcutta       | Tonilla     | D. S. Co. | 12, May  |
| Swatow, Amoy and Foochow           | Haiyang     | D. L. Co. | 12, May  |
| Manila, Cebu & Iloilo              | Rooi        | T. Co.    | 12, May  |
| Singapore, Penang and Calcutta     | Taming      | B. & S.   | 12, May  |
| Weihaiwei & Tientsin               | Kueichow    | J. M. Co. | 12, May  |
| Shanghai                           | Shanghaiing | B. & S.   | 12, May  |
| Anping, Takao via S'tow & Amoy     | Sushu Maru  | O. S. K.  | 13, May  |
| Hoihow and Haiphong                | Kaifong     | B. & S.   | 13, May  |
| Sh'hai, Nagasaki, Kobe & Y'hama    | Haimun      | D. L. Co. | 13, May  |
| S'pore, Pang, & Catta              | P. Ludwig   | M. & Co.  | 14, May  |
| Shanghai & Tsingtau                | Anhui       | B. & S.   | 14, May  |
| Shanghai, Moji, Kobe & Y'hama      | D. Iwara    | D. S. Co. | 14, May  |
| Sw'ow, Amoy & Foochow              | Takelang    | J. M. Co. | 14, May  |
| Y'hama, Kobe and Moji              | Nellora     | P. & O.   | 15, May  |
| Bombay via S'pore etc.             | Haiching    | D. L. Co. | 15, May  |
| S'pore, Pang, R'gon & Catta        | Japan       | D. S. Co. | 16, May  |
| Shanghai and Tsingtau              | Yuensang    | J. M. Co. | 16, May  |
| Bombay via Singapore Colombo       | Annam M.    | O. S. K.  | 16, May  |
| Shanghai, Kobe and Yokohama        | Sanuki M.   | N. Y. K.  | 16, May  |
| Shanghai, Kobe and Yokohama        | Yingchow    | B. & S.   | 16, May  |
| Tamsui via Swatow and Amoy         | Colombo M.  | N. Y. K.  | 16, May  |
| Shanghai, Kobe and Yokohama        | Polynesia   | M. M. Co. | 17, May  |
| Shanghai, Kobe and Yokohama        | Daijun Maru | O. S. K.  | 17, May  |
| Shanghai, Kobe and Yokohama        | Emden       | H. A. L.  | 21, May  |
| Shanghai, Kobe and Yokohama        | Sambila     | H. A. L.  | 21, May  |
| Shanghai, Kobe and Yokohama        | Borkum      | M. Co.    | 21, May  |
| Manila, Mangarin, Cebu & Iloilo    | Zadro       | T. & Co.  | 22, May  |
| Singapore, Batavia, Cheribon, etc. | Hokuto M.   | D. & Co.  | 22, May  |
| Kobe                               | Coblentz    | M. Co.    | 26, May  |
| Fromantle                          | Suisang     | J. M. Co. | 28, May  |
| Shanghai, Kobe and Yokohama        | Frisia      | H. A. L.  | 29, May  |
| Kobe via Shanghai, Yokohama        | E. F. F.    | S. W. Co. | 30, May  |
| Shanghai, Moji, Kobe & Y'hama      | Nayara      | P. & O.   | 2, June  |
| Nagasaki, Kobe and Yokohama        | Tango M.    | N. Y. K.  | 5, June  |
| Bombay via Singapore etc.          | Luzon M.    | O. S. K.  | 5, June  |
| Shanghai                           | Africa      | S. W. Co. | 5, June  |
| Moji, Kobe and Yokohama            | Bauri M.    | D. & Co.  | 10, June |
| Shanghai, Kobe and Yokohama        | Tibetias    | H. A. L.  | 18, June |
| Batavia, Cheribon, Samarang, &c.   | Tilajap     | J.O.J. L. | Q. desp. |
| Shanghai                           | Tikini      | J.O.J. L. | Q. desp. |
| Batavia, Cheribon, Samarang, &c.   | Tijamas     | J.O.J. L. | Q. desp. |
| Shanghai                           | Tijmah      | J.O.J. L. | Q. desp. |
|                                    | Tijliwong   | J.O.J. L. | Q. desp. |

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

| For         | Vessels.  |
|-------------|-----------|
| Chinwangtao | Albiana   |
| Shanghai    | Korea     |
| Europe      | Assaye    |
| Philippines | Loongsang |
| India       | Kumsang   |
| Shanghai    | Muttra    |
| Shanghai    | Choysang  |
| Shanghai    | Chenan    |

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

| From    | Vessels.   |
|---------|------------|
| America | Choyo Maru |

## CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left Yokohama on the 18th ult., between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 3rd May, between 6 & 8 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 30th April.

The C. P. R. s.s. EMPRESS OF JAPAN left Nagasaki on the 31st ult. at 3 p.m. and is due to arrive at Kobe on the 6th inst. at 3 p.m.

## AMERICAN MAIL.

The P. M. s.s. KOREA will be despatched from this port on the 9th May, at 1 p.m. for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu.

The P. M. s.s. NILE arrived at San Francisco on the 25th April.

## AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS left Sydney for this Port (via Queensland Ports, Port Darwin, Timor and Manila) on the 24th Apr. and may be expected to arrive here on or about 23rd May.

The I. G. M. s.s. COBLENTZ left Sydney on the 2nd inst. at 2 p.m. and may be expected here on or about the 24th inst.

## GERMAN MAIL.

The I. G. M. s.s. LUTZOW which left here on the 30th Apr. at 8 a.m. arrived at Shanghai on the 3rd inst. at 8 a.m.

The I. G. M. s.s. PRINCESS ALICE which left here on the 28th Apr. at 5 p.m. arrived at Singapore on the 5th inst. at 8 a.m.

The I. G. M. s.s. PRINZ LUDWIG carrying the German Mails with dates from Berlin of the 15th Apr. left



## Public Auction.

**GEO. P. LAMMERT,**  
AUCTIONEER, SHARE &  
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on **MONDAY, the 11th May 1914,** commencing at 2.30 p.m. at his Sale Rooms, Duddell Street.

A Quantity of Valuable Household Furniture & Canton Blackwood.

(Removed to Sale Rooms for convenience of Sale) comprising:

TAPESTRY COVERED DRAWING ROOM SUITE, EASY CHAIRS, BRASS FENDERS & FIREBRASSES, FIRE SCREENS, BOOKCASES, HAT-TANDS, CARPETS, RUGS, LACE CURTAINS, ENGRAVINGS, ORNAMENTS, PICTURES, OCTAGONAL TABLES, etc., etc.

TEAK DINING TABLES & CHAIRS, TEAK SIDEBOARDS, TEAK DINNER WAGGONS, OVERMANTELS, ICECHESTS, COOKING STOVES, CUTLERY, CROCKERY & GLASS WARE, etc., etc.

FINE TEAK DOUBLE & SINGLE WARDROBES, MARBLE TOP WASHSTANDS, DR-SSING TABLES, CHEST OF DRAWERS, TOILET CROCKERY, etc., etc.

DOUBLE & SINGLE BRASS AND BRASS MOUNTED BED-STEADS, CHILD'S IRON COTS, etc., etc.

A Fine Lot of Canton Blackwood

Comprising:—  
FINELY CARVED CURIO STAND, HALF ROUND TABLES, ARMCHAIRS, COUCH, JARDINIERS, STOOLS, WALL BRACKETS, etc., etc.

also  
ELECTRIC CEILING AND TABLE FANS, 1 COMBINATION SAFE (new), 1 PIANOLA PIANO BY "STECK" & 1 COTTAGE PIANO BY "COLLARD" & 2 TREADLE SEWING MACHINES (new).

Terms:—as usual.  
On view, from Thursday, the 7th May 1914.

Catalogue will be issued  
**GEO. P. LAMMERT,**  
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on **FRIDAY, the 15th May 1914** commencing at 11 a.m. at his Sale Rooms, Duddell Street.

At Selection of Prime Ostrich Feathers, each lot comprising one feather (ranging from 20-26 inches in length).

On view from Tuesday, the 12th May 1914.

Terms:—As Usual.  
N.B.—The above sale offers the public an unique opportunity of purchasing feathers direct from a South African farm, and are only to be sold at Public Auction owing to illhealth of owner.

**GEO. P. LAMMERT,**  
Auctioneer.

Don't forget after the Show Supper, and Light Refreshments **ALEXANDRA CAFE** Open Till Midnight.

## Public Auction.

**G. R.**

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 11th day of May, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of Hongkong.

of the right to quarry Stone on four Lots Crown Land at Ngau Shi Wan in the new Territory of Hongkong, for a period extending from the 11th day of May up to and including 31st day of December, 1914.

PAR. 1. CLANS OF THE LOT.

Lot No. 1. Locality. Area. Date of Sale.

1. Quarry Lot No. 1. Locality. Area. Date of Sale.

2. Quarry Lot No. 2. Locality. Area. Date of Sale.

3. Quarry Lot No. 3. Locality. Area. Date of Sale.

4. Quarry Lot No. 4. Locality. Area. Date of Sale.

5. Quarry Lot No. 5. Locality. Area. Date of Sale.

6. Quarry Lot No. 6. Locality. Area. Date of Sale.

7. Quarry Lot No. 7. Locality. Area. Date of Sale.

8. Quarry Lot No. 8. Locality. Area. Date of Sale.

9. Quarry Lot No. 9. Locality. Area. Date of Sale.

10. Quarry Lot No. 10. Locality. Area. Date of Sale.

11. Quarry Lot No. 11. Locality. Area. Date of Sale.

12. Quarry Lot No. 12. Locality. Area. Date of Sale.

13. Quarry Lot No. 13. Locality. Area. Date of Sale.

14. Quarry Lot No. 14. Locality. Area. Date of Sale.

15. Quarry Lot No. 15. Locality. Area. Date of Sale.

16. Quarry Lot No. 16. Locality. Area. Date of Sale.

17. Quarry Lot No. 17. Locality. Area. Date of Sale.

18. Quarry Lot No. 18. Locality. Area. Date of Sale.

19. Quarry Lot No. 19. Locality. Area. Date of Sale.

20. Quarry Lot No. 20. Locality. Area. Date of Sale.

21. Quarry Lot No. 21. Locality. Area. Date of Sale.

22. Quarry Lot No. 22. Locality. Area. Date of Sale.

23. Quarry Lot No. 23. Locality. Area. Date of Sale.

24. Quarry Lot No. 24. Locality. Area. Date of Sale.

25. Quarry Lot No. 25. Locality. Area. Date of Sale.

26. Quarry Lot No. 26. Locality. Area. Date of Sale.

27. Quarry Lot No. 27. Locality. Area. Date of Sale.

28. Quarry Lot No. 28. Locality. Area. Date of Sale.

29. Quarry Lot No. 29. Locality. Area. Date of Sale.

30. Quarry Lot No. 30. Locality. Area. Date of Sale.

31. Quarry Lot No. 31. Locality. Area. Date of Sale.

32. Quarry Lot No. 32. Locality. Area. Date of Sale.

33. Quarry Lot No. 33. Locality. Area. Date of Sale.

34. Quarry Lot No. 34. Locality. Area. Date of Sale.

35. Quarry Lot No. 35. Locality. Area. Date of Sale.

36. Quarry Lot No. 36. Locality. Area. Date of Sale.

37. Quarry Lot No. 37. Locality. Area. Date of Sale.

38. Quarry Lot No. 38. Locality. Area. Date of Sale.

39. Quarry Lot No. 39. Locality. Area. Date of Sale.

40. Quarry Lot No. 40. Locality. Area. Date of Sale.

41. Quarry Lot No. 41. Locality. Area. Date of Sale.

42. Quarry Lot No. 42. Locality. Area. Date of Sale.

43. Quarry Lot No. 43. Locality. Area. Date of Sale.

44. Quarry Lot No. 44. Locality. Area. Date of Sale.

45. Quarry Lot No. 45. Locality. Area. Date of Sale.

46. Quarry Lot No. 46. Locality. Area. Date of Sale.

47. Quarry Lot No. 47. Locality. Area. Date of Sale.

48. Quarry Lot No. 48. Locality. Area. Date of Sale.

49. Quarry Lot No. 49. Locality. Area. Date of Sale.

50. Quarry Lot No. 50. Locality. Area. Date of Sale.

## Consignees

MOGUL LINE OF STEAMERS  
NOTICE TO CONSIGNEES.

The Steamship  
"MONTROSE"

From GLASGOW, LIVERPOOL and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**DODWELL & CO., Ltd.**  
Agents.  
Hongkong, 4th May, 1914. [551]

COMPAGNIE DES MAS-SAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "MAGELLAN"

Consignees of Cargo from London ex s.s. "Normand"

Consignees of Cargo from Havre ex s.s. "Medoc"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 11th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst. or they will not be recognized.

All damaged packages will be examined on the 11th instant at 10 a.m.

No Fire Insurance has been effected.

**P. THOMAS,**  
Agent.  
Hongkong, 4th May, 1914. [559]

Regular Steamship Service

Proposed Sailing from Hongkong For BOSTON & NEW YORK.

s.s. "Chalister" } on or about May, 15.

For Freight and further information apply to

**DODWELL & CO., LTD.**  
Agents  
Hongkong 15th Apr. 1914. [97]

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**DODWELL & CO., LTD.**  
Agents  
Hongkong 15th Apr. 1914. [97]

## Entertainments

THERE'S ONLY ONE.

THE

**HIPPODROME**

CIRCUS AND MENAGERIE.

Acknowledged Barnum of the East.

New Artists. New Artists.

Culled from all the principal Circuses of Europe, South Africa and America, also our Zoo of Performing Wild Animals.

Trained and performed by Dompteur G. Urban.

A Magnificent Stud of Highly Trained Horses and Ponies.

The whole forming the most powerful Combination of its kind now touring the Orient.

LOOK FOR THE VISIONS OF SALOME DANCE.

LOCATION CAUSEWAY BAY

IN OUR

SPECIALY ERECTED

MAT SHEDS.

GRAND OPENING NIGHT

Saturday, May 9th.

Matinees, every Wednesday & Saturday, at 4 p.m. Sharp.

Children Half Price to Matinee Only.

Box plan at **ROBINSON PIANO CO., LTD.**

For full particulars See Pictorials and Hand Bills.

**COL. BOB LOVE,**  
Touring Manager.

LOOK HERE.

ONE OF THE FINEST

BOXING TOURNAMENTS

Ever Seen in Hongkong

AT THE CITY HALL

On Saturday, 16th May, 1914. Commencing at 9 p.m. Sharp.

20 ROUNDS CONTEST.

**STOKER PERKINS V. IRON BUX**

(The box of tricks) C & C and hardest hitting featherweight ever seen in Hongkong.

TWO OTHER EVENTS.

Doors Open at 8.30 p.m.

Ringside \$5, Stalls \$3 and Dress Circle \$2.

Soldiers and Sailors \$1 to the Pit.

**F. E. HALL,** Promoter.

Booking at **MOUTRIE'S.**

**VICTORIA THEATRE.**

To-Night 9.15 To-Night

The Interesting Picture

"THE ROMANCE

of the

**PALM GROVE"**

IN 3 PARTS.

The latest Gaumont Graphic

and a fine selection of Comic

Pictures

**BIJOU SCENIC THEATRE.**

3 NIGHTS ONLY 3

Commencing Wednesday May, 6th

"WIFFLES HAD A LUCKY ESCAPE"

a good comedy in 2 parts 3,500 feet.

"A WOMAN OF JAPAN" a thrilling story of a Gela's honour.

Also

Palhe's German & International Gazette.

"THE GIBSON GIRLS"

Complete change of songs and dances.

Saturday May 9th

"IN MID ATLANTIC"

A powerful coloured drama of the sea, length 7,000 feet.

## To Sail

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.

For London Hull & Antwerp

"GLENHORN"

Capt. L. W. Hartnell

will be despatched for the above ports on or about the middle of May 1914.

For freight or passage, apply to

**SHEWAN TOMES & Co.**  
Agents.  
Hongkong, 22nd April, 1914.

THE AMERICAN AND MANOHURIAN LINE.

(Herman & Bucknall Steamship Co., Ltd.)

THE Steamship

"KIOTO."

Captain Smith, will be despatched from Hongkong on the 25th.

May for

**BOSTON & NEW YORK.**

(With Liberty to call at the Malabar Coast).

For freight and further particulars, apply to—

**The Bank Line Ltd.,**  
Agents.  
Hongkong, 28th April, 1914.

Notice

"MAN LOONG."

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Yau-mat

OFFICE: No. 36, Des Voeux Road, W. Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick.

Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business, and sanitary arrangements.

Large Selection of New Sixpenny Novels 4 for \$1.00

SAUSAGE FACTORY AND DELICATESSEN STORE.

14, GRESSON ST., PRAYA EAST. (OPPOSITE THE SEAMEN'S INSTITUTE)

ALL KINDS OF SAUSAGES.

FRENCH, ENGLISH AND GERMAN.

IN LARGE OR SMALL QUANTITIES. BEEF AND PORK SAUSAGES FRESH DAILY. SPECIAL ARRANGEMENTS FOR HOTELS, CANTERNS, BOARDING HOUSES, SHIPS, PICNIC PARTIES, ETC., ETC.

YOU WANT A MOTOR CAR?

ALL RIGHT.

PHONE 1036

THE EXILE GARAGE.

33-35 DES VOEUX ROAD,



# Exchange

[illegible]

|                           |        |           |
|---------------------------|--------|-----------|
| Indo-Chinas               |        |           |
| (Preferred)               | } £5   | £57 1/2   |
| (Deferred)                |        |           |
| "Shell" Transports        | £1     | 103/-     |
|                           |        | £11       |
| "Star Ferry"              | {      | £10       |
|                           |        |           |
| REFINERIES.               |        |           |
| China Sugars              | \$100  | \$88      |
| Luzon Sugars              | \$100  | \$28      |
| MINING.                   |        |           |
| Chinese Engineerings      | £1     | 39/-      |
| Tronohs                   | £1     | 31/-      |
| Franks                    | £1     | \$3       |
| Docks, Wharves, & piers   |        |           |
| Kowloon Wharfs            | \$50   | \$80      |
| H.K. & W'poo Docks        | \$50   | \$64      |
| Hongkong Docks            | T. 100 | 60        |
| Shanghai Wharfs           | T. 100 | T. 94     |
| LANDS, HOTELS & BUILDINGS |        |           |
| Anglo French Lands        | T. 100 | T. 94     |
| Hongkong Hotels           | \$50   | \$123 1/2 |
| Hongkong Lands            | \$100  | \$112     |
| Humphreys Estates         | \$10   | \$7 1/2   |
| Kowloon Lands             | \$30   | \$44      |
| Shanghai Lands            | T. 30  | T. 92     |
| West Point                | \$50   | \$72      |
| Manila Hotel              | T. 10  | T. 8      |

|                                       |                         |             |
|---------------------------------------|-------------------------|-------------|
| Rawos                                 | T. 50                   | T. 125      |
| Shanghai Cottons                      |                         | T. 107      |
| Sau Kung Mow                          |                         | 80          |
| Kung Yik                              |                         | 11          |
| Hongkong Cottons                      | \$10                    | \$8         |
| China-Borneo                          | \$12                    | \$12        |
| Light and Powers                      | \$10                    | \$4.10      |
| Do. (Spec. shares)                    | \$11                    |             |
| China Floridants                      | \$10                    | \$8         |
| Dairy Farms                           | \$6                     | \$38        |
| Green Islands                         | \$10                    | \$6         |
| Hongkong Electric                     | \$10                    | \$44        |
| Hongkong Ice                          | \$25                    | \$180       |
| Hongkong Ropes                        | \$10                    | \$22        |
| Langkats                              | g. 10                   | T47         |
| Morning Post                          | \$25                    | \$21        |
| Peak Tramway                          | \$10                    | \$10        |
| Do. (new)                             | \$1                     | 93 cts.     |
| Hongkong Electric Trams               |                         | 8/4         |
| Philippines                           | \$10                    | \$5         |
| Price & Co., Ltd.                     | \$10                    | \$6         |
| Societe des Pulpes et Papiers         | Pro ferred paid up \$50 | \$20        |
| du Tonkin                             | Benefit                 | \$200       |
| Shanghai-Sumatra                      | T. 20                   | T.150       |
| Steam Laundry                         | \$5                     | \$4         |
| United Asbestos Oriental Agency, Ltd. | \$10                    | \$12 1/2 b. |
| United Asbestos Founders Shares       | \$10                    | \$300       |
| Union Waterboat                       | \$10                    | \$10        |
| Weismann, Ltd.                        | \$10                    | \$10        |
| Watson                                | \$10                    | \$8         |
| William Powell                        |                         | \$8         |

Corrected to 12.30 p.m. May, 8, 1924  
 General Manager of De Young Road Central and

Tls. 15 for year ending }  
 31'10'13  
 Tls. 10 for year end-  
 ing 30'6'13  
 T. 12 for year end'g 31'12  
 Tls. 14 for year ending }  
 30'11'13  
 50 cents 31.7.08  
 \$1.20 for 1913  
  
 70 cents for 1913  
 \$1.30 for year end'g 31'7'13  
 40 cents for 1911  
 \$1.60 per share for 1912  
 \$7 final making \$9 for 1913  
  
 \$2 for 1913 :  
 { Interim of Tls. 1 mak-  
 ing Tls. 2 a/c 1913  
 None  
 80 cents on fully paid  
 shares and 8 cents on  
 \$1 paid shares for year  
 ending 30.4.13  
 Interim of 1<sup>st</sup>. per share }  
 for 1913.  
 None  
 \$1.50 for 1910  
  
 } None  
  
 No dividend this year  
 50 cts. for year end'g 31.5.12  
  
 { 20 per cent. per ordinary  
 share for year ended  
 31'5'1912  
  
 \$1.25 per share for year  
 ending 31'12'1913  
 25 per cent. for year  
 ending 31'7'11  
 60 cents for 1912  
 50 cts. year ending 30'3'13  
 WRIGHT AND HORNBY share and  
 a Halfpenny



## SUPREME COURT CASES

## Registrar's Report for the year.

The following is extracted from the report of the Registrar of the Supreme Court, laid on the table at yesterday's council meeting:—

The number of actions instituted in the Original Jurisdiction division of the Court during the year 1913 was 250 and there were 557 pending at the commencement of that year as against 221 and 480 respectively in 1912. 140 were disposed of during the year, 50 being settled or withdrawn before trial, leaving a balance of 655 undispensed of, as against 147, 50 and 557 respectively in 1912. There was one interim injunction granted during the year. The total amount involved was \$1,080,834 as against \$2,408,284 in 1912. The debts and damages recovered amounted to \$484,904 as against \$584,537 in 1912. The total fees collected amounted to \$15,250.40 as against \$15,333 in 1912.

## Summary Jurisdiction

The number of actions instituted during the year was 1,908 and 198 were brought forward from 1912, as against 2,037 and 230 respectively in 1912 and were disposed of as follows:—Settled or withdrawn 757, Judgment for the Plaintiff 646, Judgment for the Defendant 50, Non Suited 0, Struck out, Dismissed and Lapsed Writs (not served) 37, Struck out of the Cause Book as having been standing over for more than a year 0, leaving 412 as pending, as against 875, 795, 50, 6, 219, 123 and 198 respectively in 1912. The total amount involved was \$362,046.00 and the debts and damages recovered amounted to \$133,387.61 as against \$336,378.26 and \$139,484.05 respectively in 1912. The total amount of fees collected amounted to \$7,870.00 as against \$8,890.00 in 1912. The number of Distress Warrants for Rent issued was 524 representing aggregate unpaid rents amounting to \$44,519.68 of which the aggregate sum of \$32,076.20 was recovered, as against 675, \$42,925.11 and \$16,486.24 respectively in 1912. 341 Warrants were withdrawn on settlement between the parties, as against 416 in 1912. The total fees collected amounted to \$2,884 as against \$2,849 in 1912.

## Official Trustees.

The total number of Trust Estates in the hands of the Official Trustees at the end of 1913 was 27 and the aggregate amount of Trust Funds \$105,803 as against 27 Estates aggregating \$110,085 in 1912 and certain house property. One Estate was wound up and one new one was taken over during the year. The amount of Commission collected was \$197.38 as against \$226 in 1912.

## Registrar of Companies.

The total number of companies registered from the commencement of the Companies Ordinance, 1865, was 800 with an aggregate capital of \$373,468,320.35. Of the 800 Companies on the Register, 149 are defunct, 3 were not listed, 170 were wound up and 159 were in the course of being wound up, leaving 321 on the Register at the end of 1913 representing an aggregate capital of \$359,291,554.35. The figures in 1912 were respectively 763, \$363,053,603.35, 140, 2, 155, 135, 208 and \$338,253,243.39. There were 40 Companies registered in 1913 as compared

with 36 in 1912 the revenue from which was—

Registration Fees, \$5,236.00 as against \$4,826.50 in 1912  
Filing and other Fees, \$4,040.00 as against \$4,474.80 in 1912  
\$9,276.00 \$9,301.30

The number of licences granted under section 35 of "The Companies Ordinance 1911" (No. 58 of 1911), enabling Companies operating outside the Colony to keep local registers of members was 149.

The fees collected in respect of such licences amounted to \$35,277.52. The total sums collected during the year by way of Fees and Commission amounted to \$63,303.78 as against \$60,544 in the previous year.

## THE TIGER.

## And the Exile Garage.

That ubiquitous tiger, who very nearly equals Sir Boyle Roche's crow in being in two places at one time, has not yet been caught. It does not seem to have occurred to anyone that tracking so elusive a beast by foot is difficult. Why not use a motor-car and get with it in striking distance of likely spots without delay? Tiger-hunting by motor-car is the latest thing in sport. It is also the last word in enjoyment if the car is an Exile Garage one. You may not shoot the tiger but you will have more than your money's worth in pleasure and comfort.

## Church Destroyed

## by Lightning.

During a violent thunderstorm at Blackford, Perthshire, last month, a flash of lightning struck the United Free Church, rending from 15 to 20 yards of the roof and dashed down some 40 ft. of the spire. Some of the heavy stones of the building were thrown a distance of 150 yards. An old man named Sinclair who was passing was killed by the falling masonry. The church caught fire, and it was some hours before the flames were put out. The total damage is estimated at £2,000.

## Hermit's Existence.

The Teddington District Council had before them on April 14 the conditions under which a hermit has lived ever since he was disappointed in love many years ago. This blind of the windows are always drawn and no one is ever admitted to the interior. The sanitary inspector reported that he had made repeated applications for admission, which had been refused. The council decided to take the necessary legal step to obtain admission.

## SILIMPON GOAL.

## BUNKERS

can be supplied at cheap Rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. RUNN.

## POST OFFICE.

On and after the 15th inst., the Western Branch Post Office will be closed to the public at 8.30 p.m. The night mail for Canton will be closed at 9.30 p.m. Any letters posted up to 9.30 p.m. will be included in the mail.

Chinese registered correspondence will not be delivered on a signature only. The Office of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

The Chio Maru with the American Mail is due to arrive here on Saturday the 9th inst. at noon.

## MAILS DUE.

American, Chio Maru, 9th inst.

## MAILS VIA SIBERIA.

Left London April 17  
Left Shanghai April 18  
Due May 4

## MAILS CLOSE TO-DAY.

Japan via Moji—Per FOOKSANG, 8th May 5 p.m.  
Hainan & Fakhol—Per ANGIN, 8th May 5 p.m.

## TO-MORROW.

Shanghai, N. China, Jap. via Nagasaki, Western Australia, India, America & Canada via San Francisco—Per KOREA, 9th inst. 10 a.m.  
Straits, Burmah, Ceylon, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 8th inst. 5 p.m.—Per ASSAYE, 9th inst. 10 a.m.

Philippine Is.—Per LOONGSANG, 9th May 1 p.m.  
Straits & India via Calcutta—Per KUM-BANG, 9th May 1 p.m.  
Straits, Burmah, India via Calcutta—Per MUTTRA, 9th May 3 p.m.

Shanghai & North China (Europe via Siberia)—Per OHEAN, 9th inst. 5 p.m.  
[To make connection with the Tientsin train leaving Shanghai on Thursday the 14th inst. at 5 a.m.]  
Shanghai—Per OHOYBANG, 9th inst. 5 p.m.

## SUNDAY, 10th May.

Swatow—Per HAIMUN, 10th May 8 a.m.  
Swatow, Amoy & Fookchow via Tientsin—Per DAIJIN MARU, 10th May 9 a.m.

## MONDAY, 11th May.

Jessellton, Eschid and Sandakan—Per BORNEO, 11th May 9 a.m.  
Fakhol & Hainan—Per HANOL, 11th inst. 11 a.m.

## TUESDAY, 12th May.

Philippine Is.—Per TATUNG, 12th May 9 a.m.  
Swatow, Amoy and Fookchow—Per HAI-YANG, 12th May 10 a.m.  
Straits & India via Calcutta—Per LOVAT, 12th May 1 p.m.  
Philippine Is.—Per RUBI, 12th inst. 3 p.m.  
Weibeiwei & Tientsin—Per KUEICHOW, 12th inst. 3 p.m.  
Shanghai & North China—Per SHAO-HSING, 12th May, 3 p.m.

## WEDNESDAY, 13th May.

Straits, Burmah, Ceylon, Aden, Egypt, Western Australia, India, America & Canada via San Francisco—Per KOREA, 13th inst. 9 a.m.  
Hainan, Hainan, and Fakhol—Per KAIFONG, 13th inst. 9 a.m.  
Swatow, Amoy Fookchow via Tientsin and Amoy—Per HOSHU MARU, 13th inst. 9 a.m.  
Shanghai & North China—Per HAIMUN, 13th inst. 10 a.m.  
Straits, Burmah, Ceylon, Aden, Egypt, Western Australia, India, America & Canada via Vancouver (Europe via Siberia)—Per SHIBORI, 13th inst. 10 a.m.  
Straits, Burmah, Ceylon, Aden, Egypt, Western Australia, India, America & Canada via Tientsin—Per EXPRESS OF RUSSIA, 13th inst. 10 a.m.  
Batavia, Samarang & Sourabaya—Per TULI WONG, 13th inst. 10 a.m.

Swatow—Per HAIMUN, 13th inst. 10 a.m.  
Shanghai & North China—Per TAKSANG, 13th inst. 10 a.m.  
Tientsin—Per CHIPSHING, 13th inst. 10 a.m.

## THURSDAY, 14th May.

Shanghai & North China—Per AN-HUI, 14th May 3 p.m.

## FRIDAY, 15th May.

Swatow, Amoy and Fookchow—Per HAI-CHING, 15th May, 10 a.m.

## SATURDAY, 16th May.

Philippine Is., Angaur, Yap, Fried, Wilhelmshafen, Rabaul, Herberholts, Matupi, Samarai, Australia, Tientsin, New Zealand via Brindisi—Per WALDEMAR, 16th May 8 a.m.

Japan via Nagasaki & Seattle (Wash)—Per MINNESOTA, 16th inst. 11 a.m.

Shanghai & North China—Per YINGCHOW, 16th inst. 6 p.m.

Philippine Islands—Per YUENSANG, 16th May 1 p.m.

Shanghai & North China (Europe via Siberia)—Per YINGCHOW, 16th inst. 6 p.m.

[To make connection with the Tientsin train leaving Shanghai on Thursday the 14th inst. at 5 a.m.]

## SHIPPING NEWS.

## ARRIVED.

Anna, Norw. ss. 1,017, A. Arntzen, 7th inst.—Bangkok, 30th ult. Rice—Chinese.

Assaye, Br. ss. 4,356, C. J. Coldwell, 8th inst.—Shanghai, 5th inst. Gen.—P. & O. S. N. & Co.

Halmun, Br. ss. 641, J. W. Evans, 8th inst.—Swatow, 7th inst. Gen.—D. L. & Co.

Hanol, Fr. ss. 735, Ch. Le Chevalier, 7th inst.—Haliphong, 5th inst. Gen.—A. R. Marty.

Kamor, Norw. ss. 643, Jalok Muna, 7th inst.—Kwangyen, 4th inst. Gen.—J. O. J. L.

Kulohow, Br. ss. 1,370, Forsyth, 8th inst.—Tientsin, 30th ult. Gen.—B. & S.

Lysemoon, German, 1,218, Z. Absharen, 8th inst.—Saigon, 4th inst. Rice—Chinese.

Mausang, Br. ss. 1,344, Mathias, 7th inst.—Saigon, 2nd inst. Rice—J. M. & Co.

Paklat, Ger. ss. 1,018, Wenzel, 7th inst.—Bangkok, 30th ult. Rice—B. & S.

Taming, Br. ss. 1,233, G. H. Pennafather, 8th inst.—Philippines, Gen.—B. & S.

## DEPARTED.

May 8.

Shinbu Maru for Kwang Yen  
Chennu for Canton  
Prometheus for Bangkok  
Bayer for Hamburg via Singapore  
Hong Wan for Singapore via Amoy  
Canton for Yokohama via Shanghai  
Shinbu Maru for Yokohama via Kobe  
Lushow for Shanghai  
Mitsui for Canton  
Ferry for Moji  
Kwangsang for Shanghai via Swatow  
Dagfin for Prompenh (Near Saigon)  
Jinsen Maru for Bombay via Singapore

## CLEARANCES AT THE HARBOUR OFFICE.

May 7.

American for K. C. Wan  
May 8.

Kamor for Haliphong  
Kulohow for Canton  
Chowai for Singapore via Swatow  
Tientsin for Hongkong  
Fooksang for Kobe via Moji  
Feiching for Shanghai  
Haitan for Fookchow via Swatow  
Indragama for New York via Cebu  
Assaye for Bombay via Singapore

## PASSENGERS ARRIVED.

Per ss. Anna from Bangkok on the 7th inst.—Mrs. Sara Jarochi.  
Per ss. Assaye from Shanghai on the 8th inst.—Mr. & Mrs. Gerdham, Mr. R. Kerr.  
Per ss. Taming from Manila on the 8th inst.—Miss Am. Montferand, Messrs. P. Krymml, F. Haddendorf, A. Stenberg, A. Cattenno, and W. E. Kleploger.

## SHIPS PASSED THE CANAL.

London, 17th April.  
Arrivals from China—Ellen Rickman, Gleaner.  
The following vessels have passed the Canal—Australia, E. F. Ferdinand, Macchaon, Spezia.

London, 28th April.  
Arrivals from China—Kasama.  
The following vessels have passed the Canal—Australia, E. F. Ferdinand, Macchaon, Spezia.

London, 1st May.  
Arrivals from China—Katori Maru, Spezia.  
The following vessels have passed the Canal—Dus of Ory, Malta, China, Bunden, Amazeon, Segovia, Hannon, Rhassan, London, 5th May.

Arrival from China—Sithonia, Amazeon.  
Canal—Bundelach, roylon, Idomaneus, Kwang, St. Seandis, Afien, Sina, Gattin, Tokushima, Africa.

Oyster, Fresh, Fried or Stewed  
Pindon, Haddock, Kippers &c.  
ALEXANDRA CAFE

## WEATHER REPORT.

On the 8th at 10.55—The northern depression have passed into the Pacific. The Japanese depression is central to the south-east of Hokkaido.

A depression appears to have formed over S.E. Mongolia.

Pressure has decreased slightly over Annam. It is nearly stationary over the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. winds, moderate to light; cloudy, some rain.

2 Formosa Channel. E. winds, strong to moderate.

3 South coast of China between H.K. and Lamook. The same No. 1.

4 South coast of China between H.K. and Hainan. The same No. 1.

China Coast Meteorological Register. 8th May, a.m.

| Station.      | Hour. | Barometer. | Temperature. | Humidity. | Wind. | Force. | Direction. | Weather. |
|---------------|-------|------------|--------------|-----------|-------|--------|------------|----------|
| Wanchow       | 7a    | 29.97      | 43           | 100       | nne   | 1      | b          |          |
| Wanchow       | 6a    | 29.97      | 43           | 100       | nne   | 1      | b          |          |
| Hakodate      | 7a    | 29.79      | 59           | 83        | nne   | 1      | b          |          |
| Tokio         | 7a    | 29.83      | 59           | 83        | nne   | 1      | b          |          |
| Kobe          | 7a    | 29.91      | 59           | 83        | nne   | 1      | b          |          |
| Nagasaki      | 7a    | 29.97      | 59           | 83        | nne   | 1      | b          |          |
| K'igima       | 7a    | 29.93      | 59           | 83        | nne   | 1      | b          |          |
| Oshima        | 7a    | 30.02      | 59           | 83        | nne   | 1      | b          |          |
| Naha          | 7a    | 30.03      | 59           | 83        | nne   | 1      | b          |          |
| Ishijima      | 7a    | 30.01      | 59           | 83        | nne   | 1      | b          |          |
| Benin Is.     | 7a    | 29.97      | 59           | 83        | nne   | 1      | b          |          |
| Chafco        | 7a    | 29.97      | 59           | 83        | nne   | 1      | b          |          |
| Whalwei       | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Hankow        | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Kiang         | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Changsha      | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Shanghai      | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Gutai         | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Shanghai      | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Amoy          | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Swatow        | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Tientsin      | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Yokohama      | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Manila        | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Legaspi       | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| San Francisco | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| London        | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Cebu          | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |
| Labuan        | 7a    | 29.86      | 60           | 71        | sw    | 3      | b          |          |

T. F. Claxton, Director.

Hongkong, Observatory, May, 8th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c doct cloud, d drizzling rain, f fog, g gloomy, h hail, l lightening, o overcast, p passing showers, q equally rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

Barometer 29.96 29.96 29.96

Temperature 76 71 77

Humidity 73 82 68

Wind Direction 3 NE E

Force 2 1 1

Weather b c c

Rain 0 0 0

Wet open air Temperature on the 6th 50

Lowest 48

H.K. Observatory, 7th May.

T. F. CLAXTON, Director.

## Mail Steamers

## THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS about the DATES named:—

| For                                                                     | Steamers                           | To Sail On      | From   |
|-------------------------------------------------------------------------|------------------------------------|-----------------|--------|
| LONDON, via U-ual Ports of Call                                         | Assaye Capt. G. J. Coldwell R.N.R. | noon 9th May.   | Penang |
| LONDON & ANT-WERP via Singa-pore, Penang, Cebu, Port Said, & Marseilles | Namur Capt. A. Collyer             | about 13th May. | Penang |
| SHANGHAI, MOJI, KOBE, HAMA, YOKO                                        | Nellore Capt. J. Gaunt R.N.R.      | about 15th May. | Penang |
| SHANGHAI                                                                | Devanha Capt. W. R. Hickey         | about 21st May. | Penang |

All the above steamers are fitted with Wireless Telegraphy. For Freight or Passage, apply to

P. &amp; O. S. N. Co.'s office,

Hongkong, 7th May, 1914

E. A. Hewett, Superintendent.

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES

For Steamers. To sail on

NAPLES, GENOA, AL-GIERS, LISBON, SOUTHAMPTON, ABERDEEN & HAMBURG. Bulow Capt. C. Nahrath 16,900 { WEDNESDAY 13th May 10 a.m.

SHANGHAI, NAGA-SAKI, KOBE AND YOKOHAMA. Prinz Ludwig Capt. F. von Binzer 18,340 { About THURSDAY 14th May

MANILA, MARONN, NEWGUINEA, BRIS-BANE, SYDNEY AND MELBOURNE. Prinz Waldemar Capt. O. Jurany 6,100 { SATURDAY 16th May 9 a.m.

KOBE. Coblenz Capt. H. Schmitt 6,750 { About TUESDAY 26th May

JESSELTON, KUDAT & SANDAKAN. Borneo Capt. J. Koehler 11th May, 9 a.m. { MONDAY 11th May 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

## FREIGHT LINE.

## NEXT SAILING FROM HONGKONG.

## OUTWARD.

About 21st May. Durendart 8th June. Borkum Altair.

## HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: Altair Beginning of July.

For Havre, Emden and Bremen: Bremen: End of July.

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GENERAL AG